

# Calder Neighbourhood Improvement Plan

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*Office Consolidation, February 2018*

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*Prepared by:*

*City Planning Branch  
City of Edmonton*

The Calder Neighbourhood Improvement Plan was approved by resolution by Council in August 1977. In February 2018, this document was consolidated by virtue of the incorporation of the following resolutions which were amendments to the original 100 Avenue Planning Study.

November 19, 2013 (to redesignate a site from Small Scale Renewal/Rehabilitation District to Low Intensity Commercial District)  
February 17, 2016 (to redesignate a site from Single Family District to Small Scale Renewal/Rehabilitation District)  
January 22, 2018 (to redesignate a site from Single Family District to Small Scale Renewal/Rehabilitation District)

**Editor's Note:**

This is an office consolidation edition of the Calder Neighbourhood Improvement Plan, as approved by City Council on August 10, 1977. For the sake of clarity, new maps and a standardized format were utilized in this Plan. Where it provides clarity, names of City departments have been standardized to reflect their present titles. Furthermore, all reasonable attempts were made to accurately reflect the original document. In case of uncertainty, the reader is advised to consult the original document, available at the office of the City Clerk.

City of Edmonton  
City Planning

CALDER NEIGHBOURHOOD IMPROVEMENT PROGRAM PLAN

CITY OF EDMONTON  
SUSTAINABLE DEVELOPMENT  
PLANNING COORDINATION

Amended by Editor

On August 10, 1977, City Council approved the following recommendations:

*“That City Council approve the enclosed Calder Neighbourhood Improvement Program Plan.”*

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# **CHAPTER 1**

## **INTRODUCTION**

## A. PREAMBLE

Calder, at one time a separate town closely associated with the development of the Grand Trunk Railway at the beginning of this century, has experienced many physical changes in evolving to its present status as an established inner-city neighbourhood. In recent years, the physical changes taking place in Calder have created a feeling of uncertainty among residents about the future character of the neighbourhood, and have hastened the trend towards deterioration and instability. Early in 1975, a group of concerned citizens formed the Calder Action Committee to focus government attention on the growing problems in Calder, and prepared a brief to City Council in which they requested assistance under the Federal Neighbourhood Improvement Program. The *Planning and Development Department's* assessment of older neighbourhoods in the City at that time indicated that Calder had a high priority for selection as a Neighbourhood Improvement Program area. In recognition of this and the work completed by the Calder Action Committee, City Council directed that Calder be designated for assistance under the Neighbourhood Improvement Program in 1976.

Amended by Editor

## B. PLAN OBJECTIVES

The Neighbourhood Improvement Plan for Calder has been prepared to:

1. Document the areas of concerns and deficiencies in Calder;
2. Present the recommended plans and policies for preserving neighbourhood character and for improving conditions in Calder related to housing, municipal services, and social and recreational facilities;
3. Provide the rationale required in order to seek the approval and support of City Council, the Alberta Housing Corporation, and the Central Mortgage and Housing Corporation for implementation of the proposed program of Neighbourhood Improvement for Calder.

## C. PLAN ORGANIZATION

The Calder Plan has been organized into four chapters. Following this introductory chapter, a complete "Executive Summary" of the Calder Plan and the recommended policies and plans for improving the neighbourhood are presented in Chapter 2. Chapter 3 provides details of the Neighbourhood Improvement Program and outlines the planning process for Calder. In Chapter 4 a general background to the Calder neighbourhood is presented together with a detailed analysis of areas of neighbourhood concern on a topic by topic basis. This chapter provides the rationale for the Plan recommendations which appear in the Executive Summary in Chapter 2.

## **CHAPTER 2**

# **AN IMPROVEMENT PLAN FOR CALDER: SUMMARY AND RECOMMENDATIONS**

## A. LAND USE AND ZONING

The residential component of older neighbourhoods, like Calder, is often threatened by conflicts from commercial or industrial land use, or by conflicts from higher density residential redevelopment. In Calder, there are two major land use conflicts which affect the overall stability and desirability of the residential component: multiple family redevelopment of older single family housing in the southern portion of the neighbourhood; and environmental impacts from *the Calder Yards (owned by a private corporation)*.

Amended by Editor

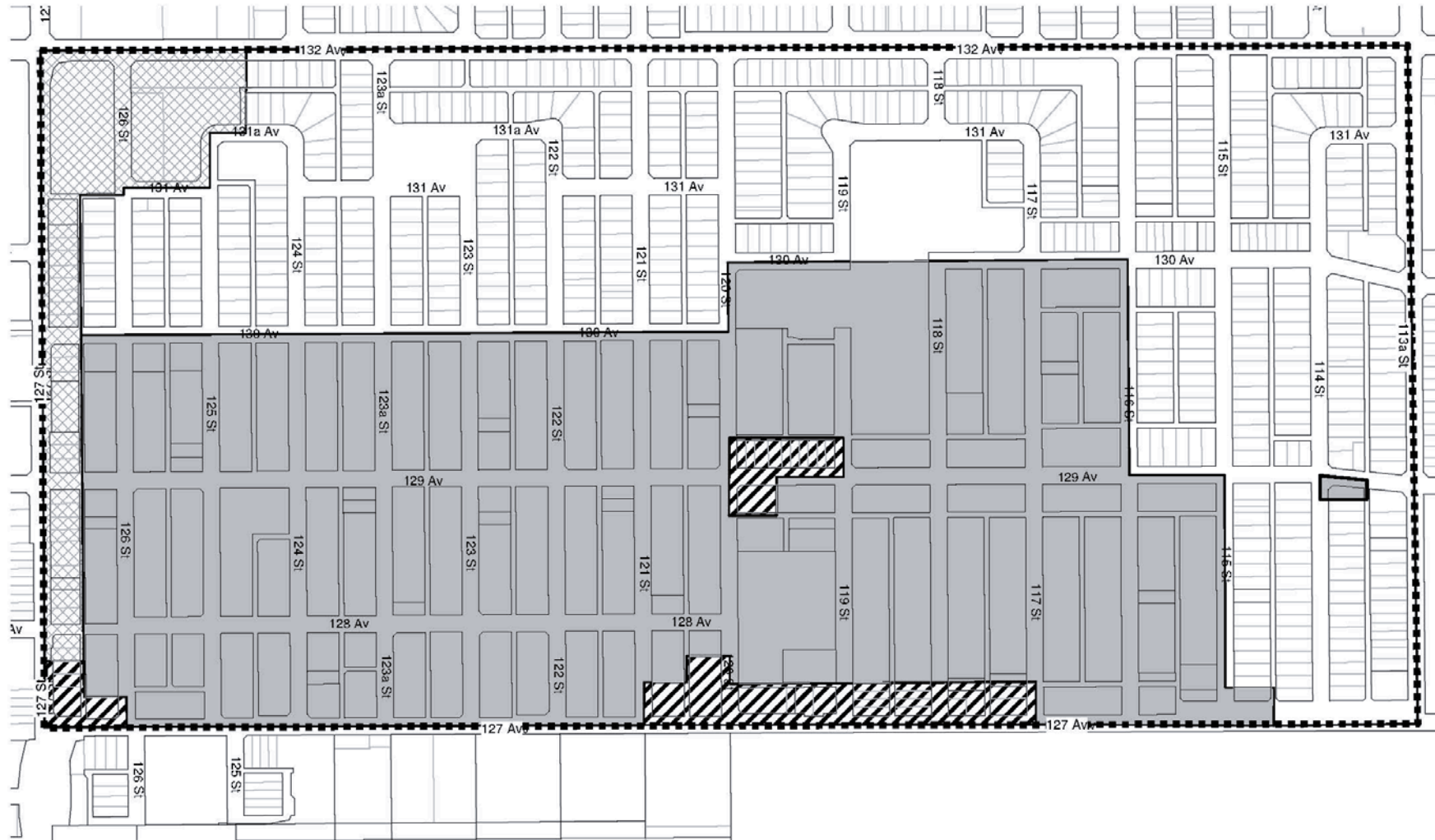
The multiple family redevelopment taking place in the older areas of Calder zoned RC-1, R-2 and R-4 is adversely affecting the maintenance and long term preservation of remaining sound single family housing stock, displacing lower and moderate income user groups, and lowering the residential satisfaction of remaining single family homeowners. In light of these impacts it has been determined that there is a need to modify the existing land use controls in the southern portion of Calder to achieve the following objectives for residential land use:

1. to retain modest, older, single family housing stock capable of economic rehabilitation, thereby maintaining current user groups.
2. to permit economic replacement of badly deteriorated housing.
3. to direct future multiple family redevelopment so that it does not adversely affect the long term stability and amenities of the adjacent single family housing stock.
4. to maintain a balance of housing types.

The land use concept for Calder based on these objectives is illustrated on Map 1, "Proposed Land. Use Concept". Several alternatives for implementing this land use concept have been identified during the Planning Stage. However, these will require further study and refinement during the Implementation Stage, and at that time *Sustainable Development, or its successor*, will forward its recommendation to City Council on the most desirable land use control alternative.

Amended by Editor





**MAP 1  
LAND USE CONCEPT  
CALDER  
NEIGHBOURHOOD  
IMPROVEMENT PLAN**

-  Single Family District
-  Medium Density District
-  Small Scale Renewal/Rehabilitation District
-  Low Intensity Commercial District



Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

The *Calder* Yards have a significant impact on the overall quality of the residential environment in Calder in view of the noise and diesel fumes associated with the switching and repair operations at these yards. In addition, the Yards have a visual impact on the southern portion of the neighbourhood. Although *the private railway corporation* has indicated that some progress will be made in these areas in the future, they are unable to provide any specific details at this time. As a result it has been suggested that the City continue to negotiate with *railway* for aesthetic and environmental improvements to the Calder Yards during the Implementation Stage.

Amended by Editor

Commercial development in Calder has not posed a serious threat to residential land use stability, although in the past few years there has been some redevelopment of residential property along 129 Avenue and 127 Street. To ensure that future commercial development does not prejudice the stability of the residential component of Calder, several recommendations to guide commercial redevelopment have been proposed. These recommendations, together with those relating to residential and industrial land use are summarized below.

## RECOMMENDATIONS

### 1. Residential Land Use

- a) That the above objectives for residential land use in Calder be supported and that the land use controls to achieve these objectives be developed and implemented during the Implementation Stage.
- b) That the Implementation Team of *Sustainable Development, or its successor*, review redevelopment and rezoning applications in Calder in consultation with the Building Review Sub-Committee of the Calder Action Committee.

Amended by Editor

### 2. Commercial Land Use

- a) That further encroachment of commercial uses into areas of residential development and zoning in Calder be restricted.
- b) That upzoning of existing commercial areas to a higher intensity commercial zoning be restricted where it would result in a development that would adversely effect the amenities of the surrounding residential land use.
- c) That similar to the process for residential development applications, applications for commercial development in Calder be reviewed in consultation with the Building

Review Sub-Committee.

### 3. Industrial Land Use

- a) That the City continue negotiations with the *private railway corporation* for aesthetic and environmental improvements to the Calder Yards.

Amended by Editor

### B. HOUSING AND COMMERCIAL REHABILITATION

One of the primary objectives of the Neighbourhood Improvement Program is to maintain the residential character of older neighbourhoods and promote neighbourhood stability through the retention and improvement of the existing housing stock. Based on an exterior survey of housing condition, it is estimated that about 40 percent of the homes in Calder require rehabilitation to varying degrees, while about 5 percent are badly deteriorated and most likely in need of replacement. The majority of housing requiring rehabilitation is located in the southern portion of the neighbourhood where much of the housing stock is 50 to 60 years old.

The rehabilitation of deteriorated property in Calder will be encouraged through the Residential Rehabilitation Assistance Program (R.R.A.P.) and through the application of the Minimum Property Standards Bylaw No. 4087 and the Nuisance Bylaw No. 4118.

In light of past trends, badly deteriorated housing in Calder will continue to be replaced through private market initiative. Control over this redevelopment will be effected through the Zoning Bylaw and through the Building Review Committee as discussed under the Land Use and Zoning Section. In addition, it has been recommended in the Social Housing Section that some of the deteriorated housing in Calder be replaced through the development of City sponsored social housing.

Since the condition of commercial buildings also affects the overall quality of the residential environment, it is important that these buildings also have an attractive appearance and be well maintained. Fortunately, the majority of commercial buildings in Calder are in fair and good condition, and only the commercial area along 127 Avenue contains a number of badly deteriorated properties. The rehabilitation of existing commercial buildings in Calder is largely dependent on the voluntary efforts of individual business owners. However, where required the City's Minimum Property Standards Bylaw No. 4087 and the Nuisance Bylaw No. 4118 may be enforced against commercial property owners to ensure satisfactory building and property maintenance.

### RECOMMENDATIONS

#### 1. Housing Rehabilitation

- a) That enforcement of the Minimum Property Standards Bylaw No. 4087 be undertaken as follows:
  - (i) As part of the Residential Rehabilitation Assistance Program to provide a guideline for the use of Residential Rehabilitation Assistance Program funds;
  - (ii) On a complaint basis in the neighbourhood, commencing at the beginning of the Implementation Stage;
  - (iii) General enforcement against all rental properties, commensurate with the staff resources of *Citizen Services and Sustainable Development or their successors*;
  - (iv) Total enforcement against all properties in a selected area where it is considered necessary to protect a group of houses.
- b) That the Nuisance Bylaw No. 4118 be enforced in a manner complementary to the above recommendations on the enforcement of the Minimum Property Standards Bylaw No. 4087.

Amended by Editor

## 2. Commercial Rehabilitation

- a) That the Minimum Property Standards Bylaw No. 4087 be applied to all commercial properties in Calder,  
  
as necessary to ensure satisfactory building conditions.

## C. TRAFFIC AND TRANSPORTATION

A traffic study undertaken by the *Transportation* Department during 1976 indicated that there were no significant problems with traffic circulation in the interior of the Calder neighbourhood. The main concerns identified by residents attending the public meeting on traffic and transportation related to accidents and problems of neighbourhood access associated with the arterial roadways surrounding the Calder neighbourhood.

Amended by Editor

The proposed 107/113A Street Penetrator Route to the Downtown is the only roadway improvement plan which directly affects the Calder area. Although this route would provide Calder residents with a much needed alternative route to the Downtown, it could adversely affect adjacent residential development, reduce the accessibility of residents to recreation facilities at Grand Trunk Park, and lead to an increase in traffic in the interior of the neighbourhood. The recent decision to develop 125 Avenue as the City's major truck route in North Edmonton should benefit the Calder neighbourhood by reducing the overall volume

of traffic on 127 Avenue and by making it possible to remove the existing 24 hour truck route designation.

Pedestrian safety is not considered to be a major problem in Calder since a number of controlled pedestrian crossings have recently been installed at key points along the arterial roadways surrounding the neighbourhood.

Relative to City standards, public transit service in Calder is considered to be adequate by the *Transportation* Department, and during the Planning Stage Calder residents have expressed few complaints about public transit service. The primary concern relates to the need for bus shelters within the neighbourhood.

Amended by Editor

## RECOMMENDATIONS<sup>1</sup>

### 1. Traffic Circulation

- a) That a parking ban between the hours of 6:00 p.m. and 2:00 a.m. be implemented on both sides of 127 Avenue in the commercial area between 117 Street and 122 Street to reduce the number of accidents involving parked cars, and that the effectiveness of this parking ban on reducing accidents and its effect on increasing parking congestion on adjoining residential streets be monitored during the Implementation Stage.
- b) That the *Transportation* Department continue to monitor traffic volumes and vehicular accidents at the following intersections to determine the need to install traffic control devices:
  - (i) 113A Street and 132 Avenue,
  - (ii) 113A Street and 127 Avenue,
  - (iii) 127 Street and 129 Avenue.
- c) That prior to the installation of traffic controls at any of the above intersections the *Transportation* Department will review the effects of these controls on traffic volumes on 113A Street and 129 Avenue in conjunction with Calder residents.

Amended by Editor

Amended by Editor

### 2. Roadway Improvements

- a) That if City Council approves the construction of the 107 Street/113A Street Penetrator Route, the plans for noise buffering, neighbourhood access and road widening for 113A Street be

developed in concert with Calder residents.

- b) That once the 125 Avenue Truck Route is completed, the *Transportation* Department give consideration to removing the truck route designation from 127 Avenue.

Amended by Editor

### 3. Public Transit

- a) That bus shelters be provided at the following locations:
  - (i) 129 Avenue and 127 Street,
  - (ii) 129 Avenue and 119 Street,
  - (iii) 129 Avenue and 113A Street,
  - (iv) 132 Avenue and 124 Street,
  - (v) 132 Avenue and 114 Street.

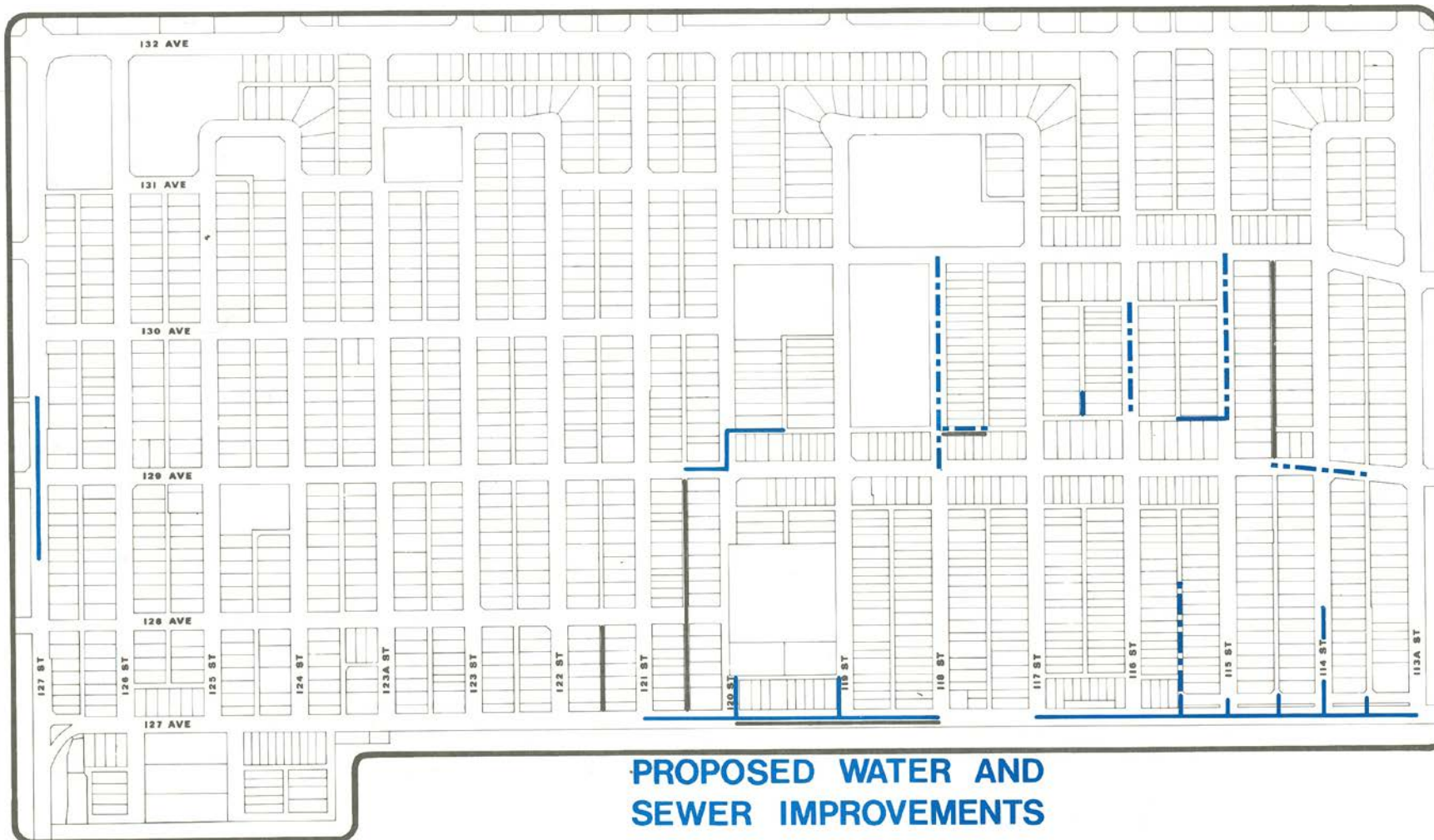
### D. LOCAL IMPROVEMENTS AND MUNICIPAL SERVICES

The major municipal service in Calder requiring improvement

is the combined storm and sanitary sewer system. To alleviate flooding and sewer back-ups caused by storm water run-off, the *Drainage Services Branch of the Asset Management and Public Works* Department has recommended the construction of a limited number of new sewer lines to collect storm water, and the construction of a number of interconnecting sewer lines to redistribute the storm water flows. The locations of these relief improvements are illustrated on Map 2, "Proposed Water and Sewer Improvement". This map also indicates the location of possible water main improvements which the *Drainage Services* feels should be undertaken in conjunction with the sewer improvements and lane paving.

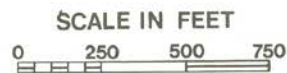
Amended by Editor

The *Transportation* Department has indicated that a number of the sidewalks in the older section of Calder could be improved through a maintenance program of crack filling and leveling. In addition, several sidewalk locations have deteriorated to the point where complete resurfacing is required. The cost of the sidewalk maintenance program would be borne by the Neighbourhood Improvement Program. However, in those areas where complete sidewalk resurfacing is required 50 per cent of the costs would be charged to abutting property owners and 50 per cent would be covered through Neighbourhood Improvement Program funds.



# Calder

## MAP 2



### PROPOSED WATER AND SEWER IMPROVEMENTS

-  STORM LINES
-  OVERFLOW RELIEF
-  WATER MAIN

CITY PLANNING DEPARTMENT  
MARCH, 1977

Throughout the Planning Stage residents have expressed strong support for lane lighting and for paving the remaining gravel lanes in Calder. Fifty per cent of the cost of lane lighting and lane paving would be covered through the Neighbourhood Improvement Program with the remaining 50 percent charged to adjacent property owners. The energy and maintenance costs for lane lighting would be paid for in perpetuity by property owners.

## RECOMMENDATIONS

### 1. Municipal Services

- a) That the storm and sanitary sewer system in Calder be improved according to the relief program indicated on Map 2.
- b) That the water mains in Calder be upgraded in accordance with the improvements indicated on Map 2.
- c) That the program of sidewalk repair recommended by the *Transportation* Department be undertaken.
- d) That for those sidewalk locations requiring complete resurfacing, 50 percent of the cost be paid for through the Neighbourhood Improvement Program and 50 percent through a local improvement assessment to abutting property owners.

Amended by Editor

### 2. Local Improvements

- a) That lane paving be undertaken for all those lanes which are not yet paved, and lane lighting be provided in all lanes.
- b) That 50 percent of the cost of these local improvements be paid for through the Neighbourhood Improvement Program and 50 percent through a local improvement assessment to abutting property owners.



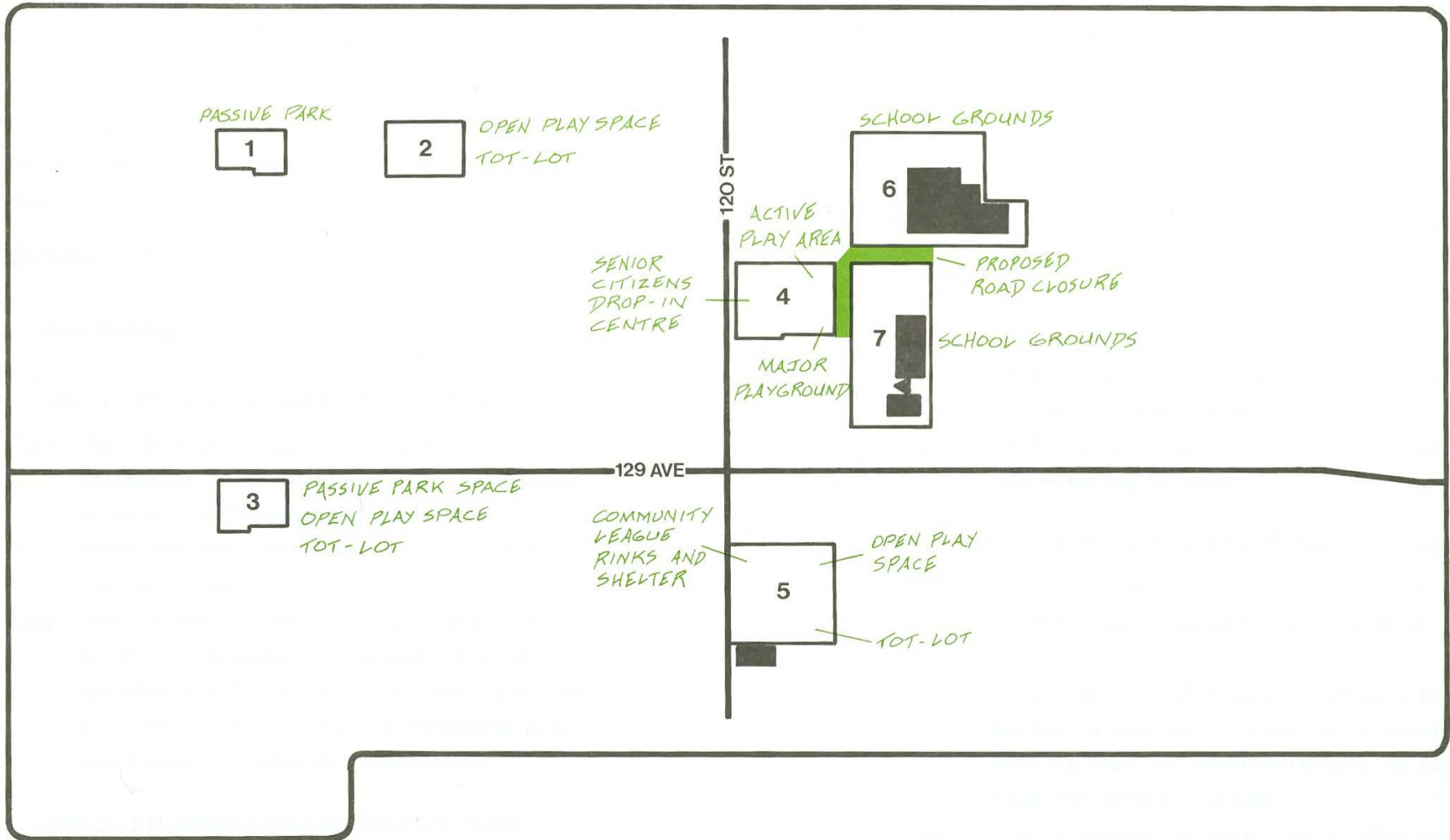
## E. PARKS AND COMMUNITY FACILITIES

In comparison to many older neighbourhoods, Calder has a sufficient amount of park space. In addition to the playing fields of St. Edmund and Calder schools, the neighbourhood contains 10 acres of parkland distributed among five park sites. Although this amount of parkland is considered adequate to meet present and future neighbourhood needs, little has been done to develop its recreational potential and make it attractive for community use. During the summer of 1976 a Parks Planning Committee consisting of members of the Calder Community League, the Calder Action Committee and representatives of the *Parkland Services Branch (Asset Management and Public Works Department) and Planning and Development Department*, was formed to assess the recreation needs in Calder and determine how the existing park space could best be developed to meet these needs.

Amended by Editor

The kind of uses which have been proposed for each park site are illustrated in concept form on Map 3, "Proposed Parks Use" and are described in the recommendations listed below. Basically, it has been proposed that facilities such as a neighbourhood playground, a passive park area and senior citizen drop-in centre be centralized on park space near the St. Edmund and Calder schools. The three smaller park areas would serve localized recreation needs, with the larger Calder Community Park (Site 5) containing the Calder Community League Hall and hockey facilities.

With the exception of recreation facilities for senior citizens, Calder appears to have adequate facilities for recreational and social programs. The need for a senior citizen drop-in centre in Calder has been voiced on several occasions by the Northwest Drop-In Group. In the summer of 1976, the group helped conduct a survey of retired households in Calder to assess interest in having a drop-in centre located within the neighbourhood. The survey showed a strong interest among retired persons for a permanent recreation centre and consequently, the Northwest Drop-In Group began to explore alternatives for the development and operation of a centre. To date, the Group has obtained pledges of financial assistance from several of the local churches to offset operating costs and may be eligible to obtain a start-up grant from the Federal New Horizons Program to cover operating expenses for an 18 month period. Since there are no suitable buildings available in Calder for conversion to a senior citizen recreation centre, it has been proposed that a new building of approximately 2500 square feet be constructed on park space at 130 Avenue and 120 Street. While this building is intended to serve the recreation needs of senior citizens, it is proposed that the design of the building allow for program flexibility so that if desirable in future, the space may be used for teen or family recreation or pre-school programs.



# Calder

## MAP 3

CITY PLANNING DEPARTMENT  
MARCH, 1977

## PROPOSED PARKS USE

## RECOMMENDATIONS

### 1. Parks Development

- a. Site 1 - 131 Avenue And 125 Street (.97 acres / 0.4 hectares) Amended by Editor
- (i) That this park continue to serve passive recreation needs in view of the close proximity of the Kensington Court senior citizen homes and the ornamental nature of existing park development.
  - (ii) That to enhance this function, improvements to the landscaping and sitting areas be undertaken and outdoor recreation facilities for senior citizens such as horseshoe pits or shuffleboard courts be constructed.
- b. Site 2 -131 Avenue And 123 Street (1.1 acres / 0.45 hectares) Amended by Editor
- (i) That this park be retained primarily *as* open space for active recreation use, but that consideration be given to using a portion of the site to construct a small tot-lot area.
  - (ii) That improvements to the existing landscaping and planting be undertaken.
- c. Site 3 -129 Avenue And 125 Street (1.2 acres / 0.49 hectares) Amended by Editor
- (i) That a portion of this park be used for a tot-lot and a passive sitting area, with the remaining open space maintained for active play.
  - (ii) That the power line crossing this site be rerouted or placed underground.
  - (iii) That improvements to the existing landscaping and planting be undertaken.
- d. Site 4 - 130 Avenue And 119 Street (2.5 acres / 1.0 hectares) Amended by Editor
- (i) That the hockey rink and rink shelter be removed from this park and located on Site No. 5.
  - (ii) That a portion of this park be used for a senior citizen drop-in centre, a passive sitting area and outdoor recreation facilities for senior citizens.
  - (iii) That a portion of this park be developed as a major playground area with the remainder of the park maintained *as* open space for active recreation use.

- (iv) That the power line crossing this park be rerouted or placed underground.
- (v) That improvements to the existing landscaping and planting be undertaken.
- (vi) That this park be joined with the playing fields of the St. Edmund and Calder schools through the closure of portions of 130 Avenue and 119 Street as shown on Map 4.

e. Site 5 - 127 Avenue And 120 Street (3.7 acres / 1.5 hecatres)

Amended by Editor

- (i) That the Calder Community League hockey rinks and rink shelter be located on this park.
- (ii) That the existing playground area be removed and a tot-lot constructed along the eastern edge of the park.
- (iii) That the remainder of the park be maintained as open space for active play.
- (iv) That improvements to the existing landscaping and planting be undertaken.

f. Sites 6 and 7 - 130 Avenue And 119 Street

- (i) That the school grounds of the St. Edmund and Calder schools continue to be used for organized sport activities such as baseball, football, and soccer.
- (ii) That a program of landscaping and planting be undertaken to define the different recreation areas on the school grounds and make the grounds more attractive.

## 2. Community Facilities

- a. That a senior citizen drop-in centre be constructed on park space at 120 Street and 130 Avenue.
- b. That the design, operating and management details for this centre be developed in concert with the Northwest Drop-In Group, the Calder Action Committee and the *Parkland Services*.

Amended by Editor

## F. SOCIAL HOUSING

In Calder, it has been recommended that a limited number of social housing units be constructed for senior citizens and for family groups on some of the sites of poor housing and vacant property within the neighbourhood. The need for additional housing for senior citizens in Calder was documented in a survey of retired households conducted in the summer of 1976. The Calder Action Committee has submitted an application to the Alberta

Housing Corporation for a self-contained senior citizen housing project and has received approval for 40 units. The Alberta Housing Corporation *is* currently in the process of acquiring a site for the housing project.

The private market redevelopment of poor housing in Calder to duplex and four-plex units has resulted in the loss of lower priced rental accommodation and the subsequent displacement of some lower income tenants. Since this redevelopment will continue in the future, it is recommended that *a* limited number of public housing units be constructed in Calder.

Currently there are a number of vacant City-owned lots and badly deteriorated properties along the north side of 127 Avenue which are no longer required for road widening purposes. It is recommended that one of the larger areas of City-owned land and deteriorated housing be consolidated for *a* small public housing project for low and moderate income families. It is recommended that *Sustainable Development, or its successor*, examine the feasibility of developing non-profit housing on the remaining vacant City-owned lots.

Amended by Editor

Depending on the sites acquired for social housing in Calder, a small number of households may be dislocated. Since it is the City's policy to pay fair market value for the property it acquires, it is not anticipated that resident homeowners will experience problems in securing alternative accommodation. However, in view of the extreme scarcity of rental accommodation in Edmonton at this time, it is possible that some tenants may have difficulty in finding suitable alternative housing. In light of this a number of recommendations have been proposed below to assist in the relocation of persons displaced by the implementation of the social housing program.

## RECOMMENDATIONS

- a. That a self-contained senior citizen housing project of an apartment nature be developed in Calder on one of the sites of poor housing in the interior of Calder.
- b. That a public housing project for low or moderate income families be provided on one of the sites of City-owned land and deteriorated property along the north side of 127 Avenue.
- c. That the development of non-profit housing be examined for the remaining vacant City owned lots along the north side of 127 Avenue.
- d. That the Implementation Staff of *Sustainable Development, or its successor*, and the staff of the City's Housing Registry assist tenants displaced by the social housing program to find alternative accommodation.
- e. That relocation funds of up to \$700 per household be available, upon presentation of receipts, to those individuals or families involuntarily displaced by the social housing program.

Amended by Editor

## G. IMPLEMENTATION

The proposed "Implementation Schedule and Budget" for capital improvements in Calder is presented in table form in Appendix A. The implementation schedule is only approximate and detailed time frames will be developed by the *Planning and Development Department's* Implementation Team as an on-going part of the Implementation Stage in concert with other Civic Departments. While some flexibility in timing may be exercised during the Implementation Stage to accommodate the work capacities of the various Civic Departments, it is necessary that all implementation activities be completed within the three year time frame specified by the Federal Government. The budget has been designed to maximize the use of the Federal and Provincial funds committed to Calder at the time of the 1976 Annual Neighbourhood Improvement Program Agreement, according to the cost sharing guidelines as presented in Chapter 2 of this plan. The budget also identifies the City's share of the total program costs as well as the local improvement assessments to be contributed by Calder property owners. A budget summary is shown in Table 2-1, "Budget Summary".

Amended by Editor

Throughout the planning stage, the *Planning and Development Department* has worked closely with Calder residents to identify areas of concern and to recommend policies and programs for improving the neighbourhood. Citizen participation in the Implementation Stage is also important to ensure that the detailed improvement plans are prepared and implemented in a manner that is sensitive to community aspirations. In Calder, the primary contact of the *Planning and Development Department* has been the Calder Action Committee. This Committee has assisted in sponsoring public meetings, organizing sub-committees for detailed planning, and circulating information to the general neighbourhood population. The Calder Action Committee has recently hired a full-time citizen coordinator to assist them in maintaining and Strengthening resident involvement in the planning and implementation stages. It is expected that during the Implementation Stage the Parks and Transportation Sub-Committees of the Calder Action Committee will assist in the development and review of detailed implementation plans for park improvements, community facilities and traffic circulation. In addition, the Building Review Sub-Committee will provide input into the review of rezoning and redevelopment applications.

Amended by Editor

## RECOMMENDATIONS

- a) That the implementation of all recommendations on policy and capital improvements as *set* out in this chapter be undertaken by the *Planning and Development Department*, beginning in 1977, according to the "Implementation Schedule and Budget" attached as Appendix A;
- b) That the involvement of citizens in the Implementation Stage as outlined above, and the organization of the Calder Action Committee be recognized and supported.

Amended by Editor

BUDGET SUMMARY

PLANNING DEPARTMENT NEIGHBOURHOOD IMPROVEMENT PROGRAM BUDGET									
PROGRAM ELEMENT	PROGRAM PERIOD				TOTAL COST	COST SHARING			CALDER RESIDENTS
	1977	1978	1979	1980		FEDERAL	PROVINCIAL	MUNICIPAL	
Municipal Services	X	X	X		\$1,119,200	\$279,800	\$139,900	\$575,250	\$124,250
Parks and Community Facilities		X	X		705,600	352,800	176,400	176,400	-
Consultant Services	X	X	X		56,400	28,200	14,100	14,100	-
Administration/Contingency	X	X	X	X	333,200	166,600	83,300	83,300	-
<b>TOTAL</b>					\$2,214,400	\$827,400	\$413,700	\$849,050	\$124,250

BUDGET AMOUNTS OF OTHER DEPARTMENTS AND AGENCIES (Amended by Editor)						
PROGRAM ELEMENT	PROGRAM PERIOD				TOTAL COST	DEPARTMENT/AGENCY
	1977	1978	1979	1980		
Acquisition of Public Housing Site (Includes City Land to be Transferred at Book Value)					\$140,000	<i>Land and Buildings Branch, Asset Management and Public Works Department</i>
Installation of Bus Shelter(s)	X				10,000	<i>Transportation Department</i>
Acquisition of Senior Citizens Housing Site	X				150,000	Alberta Housing Corporation
Water Main Improvement	X	X			140,000	<i>Drainage Services Branch, Asset Management and Public Works Department</i>
<b>TOTAL</b>					\$440,000	

## **CHAPTER 3**

# **THE NEIGHBOURHOOD IMPROVEMENT PROGRAM IN CALDER**



## A. THE NEIGHBOURHOOD IMPROVEMENT PROGRAM

### 1. Objectives

The primary objective of the Neighbourhood Improvement Program is to assist in the improvement of living conditions in older neighbourhoods. The intent of the Federal Government is to conserve and rehabilitate the existing housing stock and to upgrade the existing social and recreational facilities, and municipal services. The Neighbourhood Improvement Program is not intended to encourage large scale redevelopment, and neighbourhoods selected for the program must be potentially stable in terms of land use and density. The characteristics which must be evident in a neighbourhood in order to be eligible for the Neighbourhood Improvement Program are outlined in Table 2, "Eligibility Criteria for Neighbourhood Improvement Program Areas".

TABLE 2

#### ELIGIBILITY CRITERIA FOR NEIGHBOURHOOD IMPROVEMENT PROGRAM AREAS

1. The neighbourhood should be predominantly residential in land use;
2. A significant proportion of the housing stock should be in need of rehabilitation;
3. Other elements of the physical environment should be in need of rehabilitation;
4. The neighbourhood should be inhabited mainly by low and moderate income people;
5. There should be deficiencies in neighbourhood amenities;
6. The area should be potentially stable in terms of land use and densities.

Source: NIP Operators Handbook, Central Mortgage and Housing Corporation.

### 2. Funding

Funds for the Neighbourhood Improvement Program come principally from the Federal Government and are made available through the Central Mortgage and Housing Corporation. As is evident from Table 3, "Funding of the Neighbourhood Improvement Program", the Federal Government will contribute 50 percent of the funds for some municipal improvements and 25 percent of the funds for other improvements. Costs not borne by the Central Mortgage and Housing Corporation are borne by the Province through the Alberta Housing Corporation and by

the municipality.

In conjunction with the Neighbourhood Improvement Program, the Residential Rehabilitation Assistance Program provides loans and grants to homeowners and landlords to encourage the repair of substandard housing. The Central Mortgage and Housing Corporation will also provide the City with funds which it may re-loan to commercial property owners to assist them in undertaking physical and aesthetic improvements to their buildings.

TABLE 3

FUNDING OF THE NEIGHBOURHOOD IMPROVEMENT PROGRAM

CMHC will contribute 50 percent of the cost of the following:

1. acquiring or clearing land for the purpose of providing open space or community facilities in the neighbourhood;
2. acquiring or clearing land to be used for medium and low density housing for individuals or families of low and moderate income if the existing building constitutes a noxious use or a residential building beyond the stage of economic rehabilitation;
3. constructing, or acquiring and improving neighbourhood recreation or social facilities;
4. making loans for commercial improvements in the neighbourhood;
5. relocating individuals who are dispossessed of housing by the project for which assistance is sought;  
and

CMHC will also pay 25 percent of the cost of:

1. improving municipal and public utility services for the neighbourhood; and
2. acquiring or clearing land that may not be acquired or cleared under the above provisions of the Act.

Source: Section 27.2, The National Housing Act.

### 3. Program Operation

For administrative purposes the Neighbourhood Improvement Program is divided into three stages: neighbourhood selection, neighbourhood planning, and plan implementation. An annual Agreement between the Federal and Provincial Governments specifies the amount of funds to be allocated to each Neighbourhood Improvement Program project. Based on this allocation, funds are advanced to the municipality as each stage of the program is completed and approved. In addition to completing the Neighbourhood Improvement Program within the limits of a pre-determined budget, the Federal Government also requires that project planning and implementation be completed within four years. Approximately one year is allowed for the selection and planning stages and three years for plan implementation. Calder was designated as a Neighbourhood Improvement Program area by City Council on November 12, 1975 and the planning stage was initiated in May of 1976.

At the neighbourhood level, the administration of the Neighbourhood Improvement Program is the responsibility of the City Planning Department. This responsibility includes the preparation of an overall plan of improvement in concert with area residents and other departments, as well as the administration of the Residential Rehabilitation Assistance Program.

Throughout the planning and implementation stages citizen participation is a mandatory requirement of the Neighbourhood Improvement Program. During the Planning Stage it is expected that citizens will work with *Sustainable Development* staff to identify community problems and to evolve policies and programs for the improvement of their community. It is also expected that residents will assist in the preparation and review of detailed improvement plans during the implementation Stage.

Amended by Editor

#### B. PLANNING WITH THE NEIGHBOURHOOD

##### 1. History

Shortly after the initiation of the Neighbourhood Improvement Program in 1973, a community worker from the City's Social Services Department attempted to organize the Calder Community to seek designation under this program. Little interest was shown at that time. However, a year later an application for a commercial rezoning focused the efforts of a number of residents who were concerned about the future of the Calder community. An informal citizen planning committee was formed, and with the assistance of the City community worker and representatives of the *Planning and Development Department* and Edmonton Social Planning Council, interest in the Neighbourhood Improvement Program began to emerge. A public meeting was held on March 12, 1975 to discuss the Neighbourhood Improvement Program and the Residential Rehabilitation Assistance Program. This meeting was attended by approximately 60 persons and as a result of this meeting four committees were formed to assess problems in the neighbourhood related to community facilities, traffic, housing, and parks. These committees met several times over the next two months and in May, 1975 a permanent group, the Calder Action Committee, was established.

Amended by Editor

Based on the concerns identified by the four committees the Calder Action Committee prepared a short questionnaire and distributed it to Calder residents. Approximately 700 questionnaires were returned and the results of the questionnaire and the information collected by the four committees were incorporated into the Calder Brief. The Calder Action Committee submitted this brief to City Council with the request that Calder be designated as a Neighbourhood Improvement Program area. The major areas of concerns identified in the brief were as follows:

- (1) Sidewalks, particularly in the southern portion of Calder, area badly in need of repair;
- (2) Bus service in the neighbourhood, particularly in the evenings, is poor and bus shelters are required;
- (3) Recreational facilities for all age groups area limited and are non-existent for senior citizens;
- (4) There are several park sites in the area, but they are for the most part lacking in park furniture and recreation facilities and there are no tot-lots in the neighbourhood;
- (5) The owners of a considerable number of older homes require financial assistance to bring their homes up to a minimum standard;
- (6) Sanitary sewers are combined with storm sewers with pipes that do not have the capacity to handle either one, let alone both. Backups are many and frequent;
- (7) There is offensive noise and odor particularly from the *Calder Yards* and the truck traffic on 127 Avenue;
- (8) Intersections such as 113A Street and 132 Avenue, and 127 Street and 127 Avenue are extremely hazardous.

Amended by Editor

The *Planning and Development Department's* assessment of older neighbourhoods in the City also indicated that Calder had a high priority for designation as a Neighbourhood Improvement Program area. In light of this, and the work completed by the Calder Action Committee, City Council approved Calder's designation as a Neighbourhood Improvement Program area on November 12, 1975 for funding in 1976.

Amended by Editor

## 2. The Planning Process

The formal planning stage of the Calder Neighbourhood Improvement Program was initiated in May, 1976 with a series of three public planning workshops. These workshops were designed to more fully explore the areas of concern identified in the Calder Brief and covered the topics of: parks and community facilities, housing, zoning, commercial development, municipal services, traffic circulation and pedestrian safety. Questionnaires were

circulated and completed at the workshops to obtain a representative cross-section of opinion. The areas of concern and the projects for improving Calder suggested at the workshops were then reviewed in greater detail with other Civic Departments and various interest groups in Calder. These interest groups included the Calder Action Committee, the Calder Community League, and the Northwest Senior Citizens Drop-in Group.

Two major planning studies were completed during the summer of 1976 with the assistance of the above groups. The first study, involving members of the Calder Action Committee and the Calder Community League, was concerned with how existing park space could best be utilized and developed to meet neighbourhood recreation needs. The second study was concerned with the interest of Calder senior citizens in a housing project and a drop-in recreation centre. Basic to this study was a survey of the retired population in Calder which was undertaken with the help of the Northwest Drop-in Group.

In February, 1977 a detailed summary of the proposed plan for improving the Calder neighbourhood was presented in a 12 page newsletter prepared by the *Planning and Development Department*.

Amended by Editor

This newsletter was circulated to all Calder residents and property owners. To obtain citizen comment on the proposed plan, a questionnaire was included with the newsletter and a two day, "Open House and Information Exchange" was held at the Calder Project Office. Approximately 70 persons attended the open house and 55 questionnaires were returned. Although these figures account for only a small proportion of the overall neighbourhood population, it is felt that a representative cross-section of comment was obtained.

The program of neighbourhood improvement set forth in this plan reflects the information and citizen comment obtained from the foregoing planning process.

## **CHAPTER 4**

# **THE CALDER NEIGHBOURHOOD: BACKGROUND AND ANALYSIS OF CONCERNS**

## A. GEOGRAPHIC SETTING

The Calder neighbourhood is located in northwest Edmonton immediately north of the Edmonton Municipal Airport and *the Calder Yards*. As shown on Map 4 "Location", the southern boundary of Calder is defined by the Calder Yards and 127 Avenue, a major east-west arterial roadway and truck route. To the north, 132 Avenue separates Calder from the residential area of Kensington and the newly developing subdivision of Castle Downs. On the west, Calder is defined by 127 Street, a heavily travelled arterial roadway and truck route. To the east, 113A Street and Grand Trunk Park, a district level park, separate Calder from the Lauderdale neighbourhood.

Amended by Editor

## B. NEIGHBOURHOOD HISTORY

The early development of Calder was closely tied to the building of the Grand Trunk Railway at the beginning of this century. At that time, the area currently designated under the Calder Neighbourhood Improvement Program was divided into the town of Calder, lying west of 120 Street, and the subdivision of Elm Park, lying east of 120 Street. Elm Park was annexed by the City in 1913 and the town of Calder in

1917. Both areas were originally subdivided into small holdings which were later subdivided into lots at varying intervals. Much of the area south of 130 Avenue, between 116 Street and 125 Street, owes its present grid street pattern to the earliest subdivisions of 1905, 1909 and 1910. In contrast to this the northern and eastern portions of the neighbourhood, where subdivision occurred last, reflect the use of crescents and small amenity parks which were popular in subdivision design during the 1950's.

## C. POPULATION PROFILE

Unlike the majority of established neighbourhoods in Edmonton, the total population of Calder has declined only slightly since 1961. This is felt to be attributable to the existence of relatively new housing in the northern and eastern portions of the neighbourhood, and the apartment and duplex redevelopment which has occurred in the older sections of the neighbourhood. In addition, Calder has benefited from the recent trend towards the movement of young families with children into inner city neighbourhoods.

Based on the 1976 Civic Census the total population of Calder was 5,437. In comparison to the City as a whole Calder has a greater proportion of senior citizens and fewer persons under 20 years of age. It should be noted, however, that the proportion of school age children to the total population of Calder has remained quite stable over the past five years which indicates a balance between the gradual aging of the population and the influx of younger families.





Nearly 80 percent of Calder's population is comprised of persons of Canadian birth, with the majority of persons being born in Alberta. Of the remaining 20 percent who are "New Canadians", approximately one third arrived in Calder prior to 1931. The overall ethnic composition of Calder closely approximates that for the City as a whole, with the exception of a larger proportion of persons of French descent.

Calder has a greater proportion of its experienced labour force employed in the skilled and technical occupations in comparison to the City as a whole. This *is* felt to be attributable to the close proximity of Calder to the *Calder Yards* and to the City's Northwest Industrial area. In contrast to this, only 12.5 percent of Calder's work force is employed in the professional and managerial occupations compared to 22.7 percent for the City as a whole. The average annual family income in Calder in 1971 was \$8,508 in comparison to \$10,660 for the City as a whole and \$9,012 for inner city neighbourhoods. In comparison to the 1971 income distribution for the City as a whole, Calder has a greater proportion of families in the income categories between \$3,000 and \$7,000 and fewer families earning more than \$10,000.

Amended by Editor

At present there are approximately 1,250 dwelling units in Calder of which 60 percent are single family dwellings. Since 1961 there has been a marked increase in the number of tenant occupied dwellings in Calder. This increase in the number of tenant occupied dwellings has resulted from three main factors:

1. The construction of a number of apartment units along 127 Street providing approximately 200 additional rental units.
2. The replacement of a number of alder single family homes in the southern portion of Calder with duplex and four-plex units.
3. An increase in the number of rented single family homes.

## D. LAND USE AND ZONING

### 1. Residential Land Use Overview

As is evident from Map 5, "Land Use", the predominant land use in Calder is residential and accounts for approximately 83 percent of the total area of developable land. The majority of residential development is of a single family nature, although the existence of a number of different residential zoning categories and different lot sizes has resulted in a mixed pattern of dwelling types and densities.

The overall pattern of residential development and zoning in Calder may be summarized as follows:

- (1) The area north of 130 Avenue is predominantly R-1 zoning and contains relatively new single family housing.
- (2) The area south of 130 Avenue and east of 120 Street is zoned RC-1, and the older single family housing stock is undergoing redevelopment to duplex and four-plex dwellings.
- (3) The area south of 130 Avenue and west of 120 Street is zoned R-2 and contains significant numbers of both older single family homes and newer duplex units.
- (4) The east side of 127 Street is predominantly R-4 zoning and contains a number of walk-up apartment units.

The pattern of residential zoning in Calder is illustrated on Map 6, "Existing Zoning", while Map 7, "Housing Type" gives an indication of the extent to which the development potential of this zoning has been realized.

### **Analysis And Conclusions**

The major areas of concern related to residential land use and zoning in Calder stem from the multiple family redevelopment which is taking place in the southern portion of the neighbourhood. These concerns include the effect of redevelopment on density increases, retention of older single family dwellings, and preservation of this part of the neighbourhood as a predominantly single family area serving low and moderate income groups. In contrast to this, there are few concerns with residential land use in the northern portion of Calder which contains predominantly newer single family housing in conformity with the R-1 zoning.







## **Density**

Concern with density in the southern portion of Calder relates to its effect on neighbourhood desirability in view of such factors as increased traffic circulation and on-street parking, increased pressure on limited recreation facilities and park space, and the creation of a sense of crowding. The above problems related to density and the impacts of multiple family redevelopment are most pronounced in the area of R-2 zoning, west of 120 Street and south of 130 Avenue. At present, 45 percent of the residential dwelling units in the R-2 zone are single family homes with 31 percent duplex units, and 17 percent single family homes with basement suites.

A review of building permits since 1970 indicated that over 80 percent of new construction in the R-2 zone has been of a duplex nature and approximately one-third of all duplexes in this area have been constructed in the past six years. The amount of redevelopment which may occur in this zone over the next ten to fifteen years is difficult to predict.

However, it is of concern that 40 percent of the remaining single family housing stock in the R-2 zone is in poor condition or requires major rehabilitation, and may be subject to redevelopment pressures. In addition, there has been a marked increase in the number of duplex units constructed in this area over the past two years in comparison to construction records for previous years.

Redevelopment to multiple family units in the RC-1 area south of 130 Avenue has not been as pronounced as in the R-2 area. At present, 65 percent of all dwelling units are single family homes, with duplex and four-plex units accounting for only 15 percent of all dwelling units. Although one-third of the housing structures in the RC-1 area are either in poor condition or require major rehabilitation and may be attractive for redevelopment, it would appear that the small lot size has been a deterrent to multiple family redevelopment.

Consequently, there is lesser concern with the effect of future redevelopment on residential density in the RC-1 area. However, residents are concerned with the effect of redevelopment on the retention of modest older housing and changes to the residential character of this area.

### **Retention of Existing Housing**

The existence of RC-1 and R-2 zoning in the southern portion of Calder has permitted the replacement of older single family housing with duplex and four-plex units. Based on a monitoring of development applications during the Planning Stage, it was found that in some instances duplex and four-plex units replaced sound single family housing capable of economic rehabilitation. The loss of this type of housing is of particular concern to residents since it often results in the displacement of low income tenants who are unable to afford the rents in new duplex and four-plex units. In addition, the redevelopment of older single family housing reduces the opportunity for families to purchase moderately priced housing, thereby decreasing the level of home ownership in Calder.

### **Change In Residential Character**

The stability of older single family housing in Calder has already been affected by redevelopment pressures. Without intervention, the existing pattern of residential zoning in Calder will, in the long term, result in the transition of the southern part of the neighbourhood from a predominantly single family area serving low and moderate income groups to an area characterized by duplex and four-plex dwellings serving higher income groups. Since this kind of transition has already occurred in a number of blocks in the R-2 area, it is important that a greater degree of control be exercised over future redevelopment to ensure that it does not adversely affect the stability of the remaining single homes and that a balance of housing types be maintained.

In summary, the foregoing discussion suggests four main objectives to be pursued in relation to future policies for residential land use control in Calder:

- (1) to retain modest, older, single family housing stock capable of economic rehabilitation, thereby maintaining current user groups.
- (2) to permit economic replacement of badly deteriorated housing.
- (3) to direct future multiple family redevelopment so that it does not adversely affect the long term stability and amenities of the adjacent single family housing stock.
- (4) to maintain a balance of housing types.

In light of these objectives two main approaches have been suggested to guide future residential development in Calder:

- (1) Modifications to the existing residential land use controls in the southern portion of Calder; and
- (2) Review of redevelopment and rezoning applications in consultation with the Building Review Sub-Committee of the Calder Action Committee.

### **Land Use Control Modifications**

Since the present "blanket" pattern of RC-1, R-2, and R-4 zoning provides the opportunity for considerable redevelopment of the existing single family housing stock and will aggravate the concerns previously discussed, it has been suggested that the existing residential land use controls be modified to achieve the previously stated objectives for residential land use.

The land use concept for Calder based on these objectives is illustrated on Map 1 "Proposed Land Use Concept" in Chapter 2 of this Plan. Several alternatives for implementing this land use concept have been identified during the Planning Stage. However, these will require further study and refinement during the Implementation Stage, and at that time *Sustainable Development, or its successor*, will forward its recommendation to City Council on the most desirable land use control alternatives.

Amended by Editor

### **Building Review Committee**

The purpose of the Building Review Sub-Committee of the Calder Action Committee will be to assist the Planning Department's Implementation Team in reviewing residential redevelopment and rezoning applications. The recommendations of this Committee will be presented to the Development Officer for final consideration.

## **2. Commercial Land Use**

### **Overview**

As shown on Map 5, commercial development in Calder occurs in short strips along 129 Avenue and 127 Avenue, and there are several commercial outlets located along 127 Street. Most of the commercial uses along 127 Street and 129 Avenue serve neighbourhood needs, while the businesses along 127 Avenue rely primarily on clientele from outside the neighbourhood. Nearly all of the commercial areas are zoned C-1. However, there are several small stores, a small office building, and a lumber yard located along 129 Avenue in areas zoned for residential use.



## Analysis And Conclusions

In general, the C-1 Commercial District is intended to provide for the development of retail, service, and office uses which are felt to be desirable at the neighbourhood level and which are compatible in close proximity to residential land use. Since most of the commercial uses in Calder conform to C-1 zoning regulations and the overall extent of commercial development is limited, it has not posed a serious threat to residential land use stability. However, in the past few years there has been some redevelopment of residential property along 127 Street and 129 Avenue to commercial uses. It is felt that further commercial redevelopment in these areas should be discouraged in future, since this will have an undesirable effect on the stability of the surrounding residential area. At the same time, there are several vacant lots and deteriorated properties in the area zoned for commercial development along 127 Avenue on which commercial redevelopment would be desirable. To some extent, the lack of redevelopment interest in the 127 Avenue commercial area has resulted from the uncertain status of widening proposals for 127 Avenue to create a major east-west truck route. Now that 125 Avenue has been selected as the alignment for development of a major truck route, developers have expressed some interest in developing the commercial area along 127 Avenue.

To ensure that future commercial development does not prejudice the stability of the residential component of Calder, the following objectives have been proposed:

- (1) to restrict further encroachment of commercial uses into areas of residential development and zoning;  
and
- (2) to restrict upzoning of the existing commercial area in Calder to a higher commercial zoning where it would result in a development which would adversely effect the amenities of the surrounding residential land use.

### 3. Industrial Land Use

#### Overview

The most significant industrial development having an impact on the Calder neighbourhood is *the Calder Yards*. These yards, which are located immediately to the south of the Calder neighbourhood, are an important facility for marshalling operations and for maintenance and repair. Within the boundaries of the Calder Neighbourhood Improvement Program area, there is also a small three block area zoned for industrial use which is located east of 127 Street, between 127 Avenue and the *railway* right-of-way. Two of the blocks in this area consist of single family housing mixed with vacant land, while the remaining block is occupied by a single manufacturing firm.

Amended by Editor

## Analysis And Conclusions

The *Calder Yards* have a significant impact on the overall quality of the residential environment in Calder in light of the noise and diesel fumes associated with the switching and repair operations at these yards. In addition, the yards have a visual impact on the southern portion of the neighbourhood. *The private railway corporation* has indicated that in future they will be undertaking some improvements to noise attenuation, pollution control, and visual screening for the Calder Yards. Currently, the overall operation of the Calder Yards and the need for improvements are being examined in joint discussions between the City of Edmonton and *the Railway*.

Amended by Editor

To date, there has been little interest in realizing the development potential of the small pocket of industrial zoning in the southwest corner of the Calder neighbourhood. In spite of this lack of development interest, it is felt that the M-2 zoning should be maintained and the remaining housing in the area eventually redeveloped to industrial or commercial uses in view of the impacts from the *Calder Yards* and the Municipal Airport flight path. Since it appears that this redevelopment may not take place for some time, it should be noted that in the interim homeowners are permitted to undertake any housing repairs necessary to ensure a safe and comfortable dwelling according to Section 3(3) of the Zoning Bylaw.

Amended by Editor

### E. BUILDING CONDITION

#### 1. Housing Condition

##### Overview

An exterior survey of housing condition in Calder was undertaken, and all structures were assigned a rating according to whether they were in good condition, in need of minor rehabilitation, in need of major rehabilitation, or in poor condition and most likely requiring replacement.

The number of housing structures which fell into each of the above categories is illustrated in Table 4, "Housing Condition in Calder". Based on the results of the condition survey, approximately 40 percent of the housing in Calder is in need of rehabilitation to varying degrees, while 5 percent is in poor condition and will most likely require replacement. It should be noted that these figures may serve only as a guide to the rehabilitation needs in Calder since an interior survey is necessary to make a more accurate assessment of housing condition.

TABLE 4 HOUSING CONDITION IN CALDER		
Condition	Number	Percent
Good	671	55.0%
Minor Rehabilitation	285	23.1%
Major Rehabilitation	207	16.8%
Poor	62	5.1%
Total	1226	100%

### Analysis And Conclusions

As is evident from Map 8, "Housing Condition and Ownership", nearly all of the dwellings in Calder in poor condition or requiring rehabilitation occur in the portion of the neighbourhood located south of 130 Avenue. This pattern of deterioration clearly reflects the older age of the housing stock in this area, much of which was constructed during the first 30 years of this century. A comparison of the results of the recent housing condition survey to housing condition data from the 1961 Federal Census indicated that in the past 15 years there has been a substantial increase in the number of houses in poor condition. This suggests that the dominant trend for older housing in Calder has been towards increasing deterioration with gradual replacement to new housing.

As previously discussed in the section dealing with Land Use and Zoning, this housing replacement has been almost entirely of a duplex or four-plex nature in view of the existing RC-1 and R-2 zoning. Although it is difficult to document the exact causes which have inhibited the maintenance and repair of older housing in Calder, the following factors appear to be significant:

- (1) The existence of a number of senior citizens and lower income persons who are unable to afford home repairs, or who may be physically unable to undertake routine property maintenance.
- (2) Reluctance of home owners to expand for housing repairs for fear of losing their investments because of the deteriorated conditions of adjacent dwellings, or their desire to relocate because of the changing character of the neighbourhood as duplex and four-plex redevelopment occurs.
- (3) Lack of interest of absentee owners in undertaking housing repairs and property maintenance in the RC-1 and R-2 zones because of the greater returns to be realized through eventual redevelopment to duplex or four-plex dwellings.



In light of the above factors, three main measures are required to encourage the maintenance and repair of housing in Calder:

- (1) The availability of financial assistance in the form of low interest loans and grants for housing repairs.
- (2) The availability of legislation to enforce property maintenance and ensure safe housing accommodation.
- (3) Land use controls to discourage the premature deterioration and redevelopment of modest older housing stock capable of economic rehabilitation.

### **Financial Assistance For Housing Repair**

The Federal Residential Rehabilitation Assistance Program provides housing repair loans of up to \$10,000 to all homeowners and landlords in Neighbourhood Improvement Program areas, regardless of income. A portion of this loan may be forgiven as a grant to landlords, and to homeowners earning less than \$11,000 annually. The Provincial Senior Citizen Home Improvement Program will also assist retired persons living on limited incomes to maintain and repair their homes.

### **Enforcement Of Property Maintenance**

The City's Minimum Property Standards Bylaw No. 4087 sets out minimum requirements for the health and safety of buildings. This Bylaw *is* used as a guide in administering the Residential Rehabilitation Assistance Program and may also be enforced against property owners as necessary to ensure satisfactory property maintenance. In addition, the City's Nuisance Bylaw No. 4118 may be enforced to control untidy and unsightly premises.

### **Protection Of Existing Housing**

As previously discussed under the topic of "Land Use and Zoning", amendments to the existing residential zoning have been recommended to protect modest, older housing from the threat of redevelopment.

Housing in Calder which has deteriorated to the point where replacement rather than rehabilitation is required will continue to be replaced through private market initiative. In addition, however, it is proposed that some of this deteriorated housing be replaced through the development of City sponsored social housing. Further details concerning the development of social housing are presented in Section J.

## 2. Commercial Building Condition

### Overview

The commercial properties along 127 Street and 129 Avenue have been fairly well maintained, and several new buildings have been constructed in the past few years. In contrast to this, many of the commercial establishments along 127 Avenue require substantial rehabilitation, and in some instances replacement.

### Analysis And Conclusions

The deteriorated condition of commercial property along 127 Avenue has been largely due to the uncertainty surrounding future widening of this roadway for a major truck route. Now that 125 Avenue has been confirmed as the alignment for the City's truck route in north Edmonton, several developers have expressed interest in new commercial development along 127 Avenue and one development application has already been received.

The rehabilitation of existing commercial buildings in Calder is largely dependent on the voluntary efforts of individual owners. Hopefully, the capital improvements to be undertaken in the neighbourhood and the rehabilitation of the existing housing stock will encourage owners to fix up their business premises. However, where required, the City's Minimum Property Standards Bylaw No. 4087 and the Nuisance Bylaw No. 4118 may be enforced against commercial property owners to ensure satisfactory building and property maintenance.

Apart from the above considerations, the overall appearance of commercial property in Calder could also be enhanced through improvements to landscaping and screening of storage, parking and garbage areas. Unfortunately, the exercise of controls to implement such improvements lies largely at the time of redevelopment and is not a requirement if an existing commercial building is rehabilitated.

## F. TRAFFIC AND TRANSPORTATION

### Overview

The Calder Neighbourhood is bordered on the south and west by the major traffic arteries of 127 Avenue and 127 Street. While these roadways provide Calder residents with an important link to arterial routes leading to the downtown and to major commercial areas in north Edmonton, the heavy volumes of traffic using these roadways is of concern to Calder residents. In spite of the numerous points of access created by the internal grid street pattern, the high volumes of fast moving traffic on these arterial roadways make safe neighbourhood access a problem. On the interior of the Calder neighbourhood only 129 Avenue carries a significantly higher volume of traffic in comparison to other local streets. This reflects the function of 129 Avenue as a neighbourhood collector and through route. Public transit service to Calder residents is provided along 129 Avenue, 127 Street and 132 Avenue.

## Analysis And Conclusions

### 1. Traffic Circulation

To determine if there were any significant problems with traffic circulation in the interior of the Calder neighbourhood, a traffic study was undertaken by the *Transportation* Department in the summer of 1976.

Amended by Editor

The findings of this traffic study may be summarized as follows:

- (1) The volume of traffic on Calder's streets *was* average in comparison to other residential areas in the City and most traffic was of a local nature. The traffic volumes documented in the study are shown on Map 9, "Traffic Volumes and Control".
- (2) The only roadways carrying a noticeable amount of through traffic were 129 Avenue and 121 Street. In the opinion of the *Transportation* Department, the amount of through traffic on these routes did not warrant modifications to the existing street system.
- (3) In comparison to city-wide statistics there are fairly high numbers of vehicle accidents along 127 Avenue and at the intersections of 113A Street and 132 Avenue, and 127 Street and 129 Avenue.
- (4) The accidents which occur along 127 Street and 127 Avenue are primarily attributable to vehicles travelling in the outside lane and coming into collision with parked vehicles. These accidents occur during peak hour periods and the late evening hours.

Amended by Editor

Residents attending the public meeting on transportation expressed few major complaints with neighbourhood traffic circulation, although speeding on several local streets was identified as a problem. The major concerns of residents relate to the accidents and problems of neighbourhood access associated with the arterial roadways surrounding Calder.

To reduce the number of accidents along 127 Avenue, the Engineering Department has recommended the use of a parking ban during the late evening hours. No immediate solution has been proposed for the improvement of traffic control at the intersections of 113A Street and 132 Avenue, 113A Street and 127 Avenue, and 129 Avenue and 127 Street. Although there have been several requests for traffic lights at these intersections, the *Transportation* Department has indicated that the installation of traffic lights could give rise to a dramatic increase of traffic on 129 Avenue and 113A Street. This could result in resident opposition once the lights are installed. The *Transportation* Department is currently monitoring traffic circulation at these intersections and will work with the *Planning and Development Department* and Calder residents during the Implementation Stage to develop improved traffic control. As discussed in the next section, the future development of 113A Street as part of a penetrator route to the downtown could also affect traffic controls at 132 Avenue and 127 Avenue.

Amended by Editor





## 2. Roadway Improvement Plans

The only roadway improvement plan which directly affects the Calder neighbourhood is the proposed 107/113A Street penetrator route to the City centre. The implementation of this route depends on the feasibility of crossing the Calder Yards, and various crossing alternatives are currently being evaluated by the Transportation Planning Branch of the Planning Department. Although this route would provide a much needed alternative route to the City centre and relieve pressure on 127 Street, it could adversely affect adjacent residential development, reduce the accessibility of residents to facilities at Grand Trunk Park, and lead to an increase in traffic movement in the interior of the Calder neighbourhood. As a result, Calder residents have requested that if this route is implemented, adequate provisions be made for noise buffering and neighbourhood access.

At present, 127 Avenue functions as the main truck route connection between 82 Street and 127 Street. In the past, there has been considerable interest in developing 127 Avenue as a major east-west truck route. However, it has now been confirmed that 125 Avenue will be the alignment for the City's main truck route in north Edmonton. The development of 125 Avenue should benefit the Calder neighbourhood by reducing the overall volume of traffic on 127 Avenue and by making it possible to remove the existing truck route designation between 127 Street and 97 Street. Although the *Calder Yards* and several industrial uses are located on the south side of 127 Avenue, removal of the truck route should not adversely affect the circulation of trucks to these areas. It will, however, prohibit the use of the route by general truck traffic.

Amended by Editor

## 3. Pedestrian Safety

The Calder Neighbourhood contains a number of school crosswalks and as a result of recent petitions, pedestrian activated crosswalk lights have been installed at the intersection of 113A Street and 132 Avenue and at the intersection of 127 Street and 129 Avenue. Residents have also expressed a need for a flashing pedestrian crosswalk light at 129 Avenue and 119 Street to improve access to the Calder and St. Edmund schools. However, traffic and pedestrian counts taken by the *Transportation* Department indicate that at present the crosswalk light is not warranted at this location. No additional locations for pedestrian safety improvements have been identified by Calder residents.

Amended by Editor

## 4. Public Transit Service

Relative to City standards, public transit service in Calder is considered to be adequate by the *Transportation* Department. Calder residents have expressed few complaints about public transit service in Calder, although there is some dissatisfaction with transfer connections at 129 Avenue and 127 Street. The primary concern relates to the need for bus shelters within the neighbourhood, and the following locations have been suggested for installation of bus shelters:

Amended by Editor

- (1) 129 Avenue, between 127 and 126 Streets;
- (2) 129 Avenue and 119 Street;
- (3) 129 Avenue and 113A Street;
- (4) 132 Avenue and 124 Street; and
- (5) 132 Avenue and 114 Street.

## G. MUNICIPAL SERVICES AND LOCAL IMPROVEMENTS

### Analysis And Conclusions

#### 1. Storm and Sanitary Sewer System

Much of the Calder neighbourhood is served by a combined storm and sanitary sewer system. During periods of high storm water run-off many of the homes in the older sections of Calder experience problems of sewer back-up and basement flooding. Based on a compilation of past citizen complaints and information obtained from a recent questionnaire, *Drainage Services* has identified those areas in which the present sewer system is insufficient to handle storm water run-off. Various relief alternatives were evaluated for these areas using a computer modelling program and *Drainage Services* has recommended the following general program of sewer relief:

Amended by Editor

- (1) Construction of storm sewer lines at four locations: north side of 127 Avenue between 113A Street and 121 Street; east side of 127 Street between 128 and 130 Avenues; 120 Street at 129 Avenue; and 114 Street north of 127 Avenue.
- (2) Construction of five sewer connecting lines in the area south of 130 Avenue, between 118 Street and 114 Street to redistribute storm water flows.

The location of these relief improvements is indicated on Map 3 in Chapter 2 of this Plan.

#### 2. Water Main Improvements

The *Drainage Services* has identified several water main improvements that are required to upgrade high maintenance areas and fire hydrant coverage as shown on Map 2, in Chapter 2 of this Plan. This work has been proposed at this time in light of the desirability of co-ordinating water main improvements with the sewer relief and lane paving programs in Calder, and will be paid for through City at large revenue.

Amended by Editor

### 3. Sidewalk and Roadway Repairs

The *Transportation* Department has conducted a detailed survey of the condition of sidewalks and roadways in the Calder neighbourhood. The results of the survey showed that most sidewalks are in satisfactory condition, although a number of sidewalks could benefit from a program of crack filling and leveling to improve the sidewalk surface and prevent further deterioration. Several sidewalk locations also require a new asphalt overlay. The condition of road surfaces in the neighbourhood is generally good in comparison to City standards. However, the *Transportation* Department has indicated that a crack sealing program would help to protect against further deterioration. The asphalt surface on 132 Avenue will be replaced as part of the Engineering Department's arterial bus route paving schedule and several local streets will also be resurfaced as a result of the proposed storm sewer improvements.

Amended by Editor

### 4. Lane Paving And Lane Lighting

There are approximately 24 blocks in Calder which have unpaved lanes, and none of the lanes have lighting. The majority of residents attending the public meeting on local improvements and responding to the preliminary plan questionnaire supported paving of the remaining lanes in Calder. General support was also expressed for the provision of lane lighting since it would improve visibility and act as a deterrent to property theft.

## H. PARKS AND OPEN SPACE

### Overview

The Calder neighbourhood contains ten acres (*four hectares*) of park space in addition to the playing fields of the St. Edmund and Calder Schools. This ten acres of park space is distributed among five park sites as shown on Map 10 "Existing Park Space". The three smaller parks (Sites 1, 2 and 3) provide localized open space while the two larger parks (Sites 4 and 5) contain the Calder Community League's recreation facilities and a neighbourhood playground. District recreational facilities for Calder residents are provided within close proximity at Grand Trunk Park, which is located just east of 113A Street. This park is currently in the development stages, and at present, construction of a covered ice arena, swimming pool, and baseball diamond have been completed.

Amended by Editor

### Analysis And Conclusions

The ten acres (*4 hectares*) of park space in Calder compare favourably with the neighbourhood standard of 1.5 acres (*0.6 hectares*) of parkland for every 1,000 persons established in the Edmonton Parks and Recreation Master Plan 1970 - 1980. Based on a 1976 neighbourhood population of 5,437, Calder would require approximately 8.2 acres (*3.3 hectares*) of parkland. Although the amount of parkland in Calder is adequate to meet present and future needs, little has been done to develop the recreation potential of this park space or to make it attractive for community use.

Amended by Editor

To assist in developing a program of park improvement, a Parks Planning Committee was formed during the summer of 1976. This committee consisted of members of the Calder Action Committee and the Calder Community League, and representatives from the *Parkland Services Branch and Planning and Development Department*. Basically this committee was concerned with two main questions:

Amended by Editor

- (1) What kind of recreation activities should the various park spaces in Calder serve and for what age groups?
- (2) What kind of landscaping or recreational facility improvements would complement the desired uses and make these park spaces more attractive?

In seeking to answer these questions, the following kinds of information were examined:

- (1) Neighbourhood population trends and age structure.
- (2) Number and distribution of the pre-school, elementary, junior, and senior high school age groups.
- (3) Nature of existing park development and pattern of present use.
- (4) Physical context of the park space within the neighbourhood.

The conclusions on parks use and development arrived at by the Parks Planning Committee in light of the above information are summarized below, together with a brief overview of each park space.

1. Site 1 -- 131 Avenue And 125 Street (.97 acres / 0.4 hectares)

This site has been developed as an ornamental park serving passive recreation needs. It contains fairly extensive planting and several sitting areas with benches. The Kensington Court Lodge, which houses approximately 100 senior citizens is located immediately east of the park. The remainder of residential development surrounding this park is of a single family nature.

Amended by Editor

In view of the close proximity of senior citizen housing and the ornamental nature of the existing park development, it was felt that this park should continue to serve passive recreation needs. To enhance this function, particularly for senior citizens, it was suggested that outdoor games facilities such as horseshoe pits or shuffleboard courts be constructed, and the sitting areas improved through landscaping and the installation of small tables.



2. Site 2 — 131 Avenue And 123 Street (1.1 acres / 0.45 hectares)

Amended by Editor

This park is mainly open space with a limited amount of planting in the southwest corner and along the eastern edge of the park. At present, the park is used primarily by children aged 8 - 14 years for unstructured recreation activities such as kite flying, tag, frisbee throwing and pick-up baseball or football. In the blocks surrounding this park, the greatest number of children occur in the elementary age group, although there is also a significant number of preschool children located to the south of 130 Avenue and in the apartment complex located to the east along 127 Street.

It is felt that this park should be retained primarily as open space for active recreation use in view of the predominance of older children in the blocks surrounding this park and their interest in unstructured recreation activities. However, it is also felt that a portion of the park should *be* used to construct a small playground area to broaden the range of recreation activities for younger children and to serve the developmental needs of pre-school children in the area. Several homeowners who live adjacent to this park have objected to the construction of a small playground. It is their feeling that a playground would interfere with the active recreation use of this park and that there are not enough young children in the immediate area to justify a playground. In light of these concerns, it was suggested that the proposal for a playground on this park be reviewed during the Implementation Stage at the time detailed park designs are prepared.

3. Site 3 -- 129 Avenue And 125 Street (1.2 acres / 0.49 hectares)

Amended by Editor

This park is bisected by a power line and the only landscaping consists of a single row of bushes located along 129 Avenue. At present, the park receives little use owing to its unattractive appearance and lack of development. This park, however, is the only open space for recreation use in the southwest quadrant of the neighbourhood. The mixed pattern and age of residential development in this part of Calder has resulted in a fairly balanced age structure. Consequently, in the blocks surrounding this park there are a significant number of senior citizen households as well as a fairly even distribution of the pre-school, elementary and junior high school age groups. In light of these population characteristics it is felt that this park should be developed to serve the following recreation needs:

- (1) passive recreation needs of senior citizens and adults,
- (2) creative play needs of the preschool and early elementary age groups,
- (3) active recreation needs of the older elementary and junior high age groups.

In addition, it was felt that the power line crossing this park should be relocated and dense planting or fencing be installed adjacent to 129 Avenue to serve as a protective measure for younger children using this park.

4. Site 4 — 130 Avenue And 119 Street (2.5 acres / 1.0 hectares)

Amended by Editor

Site 5 — 127 Avenue And 120 Street (3.7 acres / 1.5 hectares)

Sites 4 and 5 provide parkland for the Calder Community League's recreation facilities. Site 4 contains the League's hockey rink and rink shelter, with the remainder of the park being open space. Site 5 contains the Community League Hall an older playground area, and open space for active games. During the summer months the Parks and Recreation Department use this park for a supervised playground program.

A number of concerns were identified with the present development and use of Sites 4 and 5, and the following suggestions were made for improving these two park areas:

- (1) That a major neighbourhood playground be developed on Site 4 in view of its central location near the St. Edmund and Calder Schools. The isolated location of the existing playground near 127 Avenue and its close proximity to the Dover Hotel make it unattractive for use by younger children.
- (2) That the hockey rinks and rink shelter presently located on Site 4 be relocated to Site 5. Site 5 is considered a more desirable location for the hockey rinks in view of the larger area of parkland available and the opportunity to consolidate all of the Community League facilities on one site. In addition, it is felt that the hockey rinks are more compatible with the surrounding commercial land use in comparison to the existing playground development on this site.
- (3) That a tot-lot be constructed along the eastern edge of Site 5 to provide easily accessible play space for younger children living east of 120 Street and south of 129 Avenue.
- (4) That the proposed senior citizens drop-in centre be located on Site 4 in view of its central location and proximity to public transit service along 129 Avenue and 132 Avenue. Although, Site 5 also shares the advantages of a central location and proximity to public transit service, it is a less desirable location for the centre because of the hockey rinks to be relocated on Site 5. In addition, the location of the centre on Site 4, near the St. Edmund and Calder schools will allow for greater flexibility of use for the centre.

5. Site 6 — St. Edmund School Grounds

Site 7 — Calder School Grounds

These two school grounds consist of playing fields for soccer, baseball and football, with some limited climbing apparatus for younger children. It is felt that school grounds should continue to serve organized sport activities for the neighbourhood. However, landscaping and planting should be provided to make the school grounds more attractive and to help define the different recreation areas.

In 1974 the *Parkland Services Branch of the Asset Management and Public Works Department* had proposed that these two school grounds be joined together by closing a portion of 130 Avenue and that Site 4 also be joined to the school grounds through the closure of 119 Street. This proposal was designed to accommodate the redevelopment of Site 4 to include the Calder Community League Hall, the hockey rinks and a major playground, thereby combining all neighbourhood recreation facilities with the two school grounds. Although it is now proposed that the Community League facilities be maintained on Site 5, the consolidation of the two school grounds with Site 4 is still seen as desirable. This consolidation would provide better access of elementary pupils to the playground facilities proposed for Site 4, as well as encourage greater community use of the playing fields and open space which are available on the school grounds. Based on the previous circulation of the old road closure plans, there does not appear to be any serious utility or traffic circulation constraints.

## I. COMMUNITY FACILITIES

### **Overview**

Calder contains a number of buildings which provide space for community recreational and social programs. These buildings include the Calder and St. Edmund schools, the Calder Community League Hall, and St. Edmund's Parish Hall. The location of these buildings are shown on Map 11. As noted previously, a swimming pool and ice arena are also located in close proximity to Calder at Grand Trunk Park.

Community use of meeting space, craft areas and gymnasias in the Calder and St. Edmund schools has been greatly expanded over the past two years through the hiring of a Community School Co-ordinator. This Co-ordinator, in co-operation with municipal and provincial recreation authorities, assists local residents in developing social and recreational programs through the provision of organizational skills, financial resources, instructors and program facilities. The Calder Community League Hall and St. Edmund's Parish Hall provide space for large public meetings or bingos. However, these two halls are frequently rented out to service clubs and other private groups coming from outside the Calder area.

### **Analysis And Conclusions**

At the public meeting held to discuss community facilities, residents felt that the greatest need was to improve recreation facilities for senior citizens. However, two other areas of need were also expressed: drop-in meeting space for teenagers and day care for preschool children.

#### 1. Senior Citizens

Over the past two years a group of senior citizens in Calder, called the Northwest Drop-in Group, has been actively seeking a permanent recreation centre. At present, this group is using space in the Kensington Community League Hall since they have been unable to find a suitable facility within the Calder neighbourhood.



This Group had hoped to develop a permanent recreation centre by constructing an addition to the Kensington Community League building using funds available from the Lion's Club. Unfortunately these funds were curtailed, and as a result the Group became interested in the possibility of developing a recreation centre in Calder through the Neighbourhood Improvement Program. During the summer of 1976 a survey of retired households was undertaken to determine the level of interest in a recreation centre in Calder. The survey indicated a strong interest among retired citizens for a drop-in centre and, as a result, the Northwest Drop-in Group began to explore various alternatives for the development and operation of a recreation centre. At present, it appears that the most desirable alternative would be to construct a new building of approximately 2,500 square feet (*232 square metres*) on park space at 130 Avenue and 120 Street. This would buffer the impact of the centre on surrounding residential properties and provide complementary passive park space adjacent to the centre. Although this centre *is* intended to serve the recreation needs of senior citizens, the building should be designed so that in future it could be used for teen programs or pre-school programs with a minimum of modifications.

Amended by Editor

The Northwest Drop-in Group has obtained a pledge of financial assistance from several churches to assist in defraying operating expenses. In addition, an 18 month start up grant may be available to the group through the New Horizons Program. The group has also visited several other senior citizen centres in the Edmonton area to explore management details and building designs.

## 2. Teenagers

Some concern has been expressed about the lack of recreation activities for teenagers in the Calder neighbourhood. A closer examination of this concern indicated that there were adequate facilities for use by teenagers in the schools and at Grand Trunk Park, and that emphasis should be placed on recreation programming rather than on the provision of special facilities. However, it has been suggested that the possibility of including space for a teen drop-in centre be examined at the time designs are prepared for the senior citizen recreation centre.

## 3. Day Care

In spite of the substantial number of pre-school children in the neighbourhood, recent attempts to arrange a babysitting co-operative and to initiate a day care program have been unsuccessful. In light of this, no plans have evolved for day care. However, neighbourhood interest in "mother's day out" programs and day care will continue to be monitored by the Community School Co-ordinator and the Calder Action Committee Citizen Co-ordinator.

## J. SOCIAL HOUSING

### **Overview**

The term social housing generally refers to publicly sponsored housing units in which the rents are subsidized for persons of low to moderate income. This housing may be made available for senior citizens, family or non-family households. At present, Kensington Court, a senior citizen housing project sponsored by the Lions Club approximately 17 years ago, provides eight bachelor and 48 one bedroom, self-contained housing units. These units have been constructed as a cluster of single storey, four-unit dwellings. A small number of duplex units have also been constructed in Calder to accommodate low income families. These duplex units were constructed a number of years ago through the City sponsored Edmonton Community Housing Organization.

### **Analysis And Conclusions**

In light of the substantial number of senior citizen households and the existence of a number of lower income families, it was felt that there may be a need for additional social housing in Calder.

#### 1. Senior Citizen Housing

During the summer of 1976 a survey of retired persons in Calder was undertaken, in part, to determine interest in a senior citizen housing project. In the survey it was found that there were approximately 60 senior citizen households interested in moving into a senior citizen housing project within the next 5 years, and 33 of these households were interested in moving in within the next 3 years. In light of this positive response, an application was submitted to the Alberta Housing Corporation requesting their approval for a self-contained senior citizen housing project. This application has now received approval of the Provincial Cabinet, and approximately 40 units are to be constructed, depending on the site acquired by the Alberta Housing Corporation.

Since there is no suitable vacant land in Calder for a senior citizen housing project, it is suggested that such housing be constructed on one of the sites of poor housing in the interior of the neighbourhood. This site will be selected so as to be close to convenience shopping, public transportation and park space. In light of the high cost of land acquisition in established neighbourhoods such as Calder and the per unit cost guidelines of the Alberta Housing Corporation, senior citizen housing in Calder will most likely be in the form of a small, three storey apartment unit. This apartment would generally conform with the Zoning Bylaw guidelines for the R-4 Residential District. This form of senior citizen housing appears to be acceptable to neighbourhood residents, since no objections to an apartment unit for senior citizens were received during the Open House or on the Preliminary Plan Review Questionnaire. At the time the site is acquired it is suggested that it be rezoned to P-3 Residential District. It should be noted, however, that the medium density nature of the proposed senior citizen project is not in keeping with the low density nature of the residential development in the interior of Calder. It is therefore requested that the Municipal Planning Commission exercise its discretion in relaxing the regulations of

the P-3 Residential District and support the development. Because of the nature of the user group, it is felt that the apartment will not adversely affect the amenities of the adjacent low density residential development.

## 2. Family Housing

Private market redevelopment of poor housing in Calder to duplex and four-plex units has resulted in the loss of lower priced rental accommodation and the subsequent displacement of some lower income tenants. Since this redevelopment will continue in the future, it is felt that a limited number of subsidized public housing units should be constructed in Calder. Currently there are a number of vacant City-owned lots and badly deteriorated properties along the north side of 127 Avenue which are no longer required for road widening purposes. It is suggested that one of the larger areas of City owned land and deteriorated housing be consolidated for a small public housing project for low and moderate income families. The design of this housing project should be in conformity with the density nature of the adjacent resident land use, possibly in the form of town house units. Since this type of development may not be feasible under the current per unit land cost guidelines of the senior levels of government, it is suggested that the City negotiate changes to those guidelines that would reflect the cost of developing public housing in established inner-city areas. In addition to the public housing project it is proposed that *Sustainable Development, or its successor*, examine the feasibility of developing non-profit housing on those remaining vacant City-owned lots which are no longer required for roadway widening purposes along the north side of 127 Avenue.

Amended by Editor

# **APPENDIX A**

## **ESTIMATED CAPITAL BUDGET AND IMPLEMENTATION SCHEDULE**

**PLANNING DEPARTMENT NEIGHBOURHOOD IMPROVEMENT PROGRAM BUDGET**

MUNICIPAL SERVICES PROGRAM									
PROGRAM ELEMENT	PROGRAM PERIOD				TOTAL COST	COST SHARING			CALDER RESIDENTS
	1977	1978	1979	1980		Federal	Provincial	Municipal	
Sewer Relief Improvements	X				\$850,000	\$212,000	\$72,000	\$564,000	\$ -
Lane Paving		X			205,000	51,250	51,250	-	102,500
Lane Lighting	X				35,000	8,750	8,750	-	17,500
Sidewalk Resurfacing	X	X			8,500	2,125	2,125		4,250
Sidewalk Repairs	X	X			19,700	4,925	4,925	9,850	-
Sign Control Improvements	X	X			1,000	250	250	500	-
TOTAL					\$1,119,200	\$279,800	\$139,900	\$575,250	\$124,250

**PLANNING DEPARTMENT NEIGHBOURHOOD IMPROVEMENT PROGRAM BUDGET**

PARKS AND COMMUNITY FACILITIES PROGRAM									
PROGRAM ELEMENT	PROGRAM PERIOD				TOTAL COST	COST SHARING			CALDER RESIDENTS
	1977	1978	1979	1980		FEDERAL	PROVINCIAL	MUNICIPAL	
Development of Site 1		X			\$ 23,000	\$ 11,500	\$ 5,750	\$ 5,750	-
Development of Site 2		X			37,000	18,500	9,250	9,250	-
Development of Site 3		X			46,000	23,000	11,500	11,500	-
Development of Site 4	X				161,000	80,500	40,250	40,250	-
Development of Site 5	X				165,600	82,800	41,400	41,400	-
Development of Site 6, and 7, including road closure	X				110,400	55,200	27,600	27,600	-
Senior Citizens Drop-in Centre	X				162,600	81,300	40,650	40,650	-
<b>TOTAL</b>					<b>\$705,600</b>	<b>\$352,800</b>	<b>\$176,400</b>	<b>\$176,400</b>	<b>-</b>

**PLANNING DEPARTMENT NEIGHBOURHOOD IMPROVEMENT PROGRAM BUDGET**

CONSULTANT SERVICES									
PROGRAM ELEMENT	PROGRAM PERIOD				TOTAL	COST SHARING			CALDER RESIDENTS
	1977	1978	1979	1980	COST	FEDERAL	PROVINCIAL	MUNICIPAL	
Detailed Park Development Plans	X	X			\$43,400	\$21,700	\$10,850	\$10,850	\$ -
Detailed Plans for Senior Citizens Drop-in Centre	X	X			13,000	6,500	3,250	3,250	-
<b>TOTAL</b>					<b>\$56,400</b>	<b>\$28,200</b>	<b>\$14,100</b>	<b>\$14,100</b>	<b>-</b>

ADMINISTRATIVE/MISCELLANEOUS									
PROGRAM ELEMENT	PROGRAM PERIOD				TOTAL	COST SHARING			CALDER RESIDENTS
	1977	1978	1979	1980	COST	FEDERAL	PROVINCIAL	MUNICIPAL	
Administration	X	X	X		\$214,800	\$107,400	\$53,700	\$53,700	\$ -
Citizen Participation	X	X	X		45,000	22,500	11,250	11,250	-
Relocation Assistance	X	X			5,000	2,500	1,250	1,250	-
Contingency					68,400	34,200	17,100	17,100	-
<b>TOTAL</b>					<b>\$333,200</b>	<b>\$166,600</b>	<b>\$83,300</b>	<b>\$83,300</b>	<b>-</b>
<b>OVERALL PROGRAM IMPLEMENTATION COSTS</b>					<b>\$2,214,400</b>	<b>\$827,400</b>	<b>\$413,700</b>	<b>\$849,050</b>	<b>\$124,250</b>

**BUDGET AMOUNTS OF OTHER DEPARTMENTS AND AGENCIES**  
**(Amended by Editor)**

PROGRAM ELEMENT	PROGRAM PERIOD				TOTAL COST	DEPARTMENT/AGENCY
	1977	1978	1979	1980		
Acquisition of Public Housing Site (Includes City Land to be Transferred at Book Value)	X				\$140,000	<i>Land and Buildings Branch, Asset Management and Public Works Department</i>
Installation of Bus Shelter(s)	X				10,000	<i>Transportation Department</i>
Acquisition of Senior Citizens Housing Site	X				150,000	Alberta Housing Corporation
Water Main Improvement	X	X			140,000	<i>Drainage Services Branch, Asset Management and Public Works</i>
<b>TOTAL</b>					<b>\$440,000</b>	