

THE WAY WE GROW

Parkallen

Community Development Plan



TRANSFORMING | **EDMONTON**

BRINGING OUR CITY VISION TO LIFE

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Preface

RELATIONSHIP WITH THE BELGRAVIA MCKERNAN PARKALLEN COMMUNITY DEVELOPMENT PLAN

The Belgravia McKernan Parkallen Community Development Plan (CDP) was originally approved by City Council by Resolution on October 17, 1994 to provide policies to guide future development / redevelopment in the neighbourhoods of Belgravia, McKernan and Parkallen. Since that time a number of amendments have been made to the original plan, as follows:

October 17, 1994	Approved by Resolution of Council (to adopt the Parkallen CDP)
May 30, 2001	Approved by Resolution of Council (to replace Appendices)
June 7, 2010	Approved by Resolution of Council (to facilitate the approval of a (DC2) Site Specific Development Control Provision on Lot C, Plan 108HW)
July 19, 2010	Approved by Resolution of Council (to incorporate the 109 Street Corridor Study/adding Chapter 8 to CDP)
December 13, 2011	Approved by Resolution of Council (to allow for the development of Medium Density Residential at 10916-69 Avenue)

In July 2011, the City initiated planning for the area around the McKernan/Belgravia Light Rail Transit (LRT) Station in order to prepare a station plan for McKernan and Belgravia as an Area Redevelopment Plan (ARP) for these neighbourhoods. The purpose of the McKernan-

Belgravia Station ARP is to provide a clear vision and planning framework for future development within these two neighbourhoods over the next 25 years. This includes identification of the location and design of new transit-oriented land uses and supporting infrastructure around the LRT station in a manner that respects, enhances, and strengthens the area's local character, urban lifestyle, and sense of place.

In order to adopt a new Area Redevelopment Plan for Belgravia and McKernan, the Belgravia McKernan Parkallen Community Development Plan (CDP) needed to be revised in order to remove the neighbourhoods of Belgravia and McKernan from the Community Development Plan. This revision will ensure that only one set of policies will apply to Belgravia and McKernan and prevent any potential confusion between the new ARP and the CDP.

The revised Belgravia McKernan Parkallen Community Plan has been renamed the Parkallen Community Development Plan. The Parkallen CDP is a result of removing the neighbourhoods of Belgravia and McKernan from the CDP and revising the contents to accommodate these removals.

Every effort was made to retain the existing policies related to Parkallen from the Belgravia McKernan Parkallen CDP in the new Parkallen CDP. For the sake of clarity, however, new maps and format have been utilized in this Plan and all names of City departments have been standardized to reflect their present titles.

RELATIONSHIP TO THE 109 STREET CORRIDOR AREA REDEVELOPMENT PLAN

In 2005, City Council launched the 109 Street Corridor Study project to develop strategies and an implementation framework to guide redevelopment along 109 Street corridor, which crosses through the neighbourhoods of Parkallen, McKernan, Queen Alexandra, Allendale, Pleasantview and Garneau.

In 2008, the 109 Street Corridor Study was presented to City Council. As a result, City Council directed Sustainable Development to prepare zoning changes consistent with principles identified in the Study for land parcels along the Corridor. In July 2010, City Council approved the rezoning of a significant number of properties within the Corridor in order to accommodate more intensive commercial and residential development.

In January 2011, City Council directed Sustainable Development to prepare an Area Redevelopment Plan (ARP) for the 109 Street Corridor.

The area of application for the 109 Street Corridor Area Redevelopment Plan includes a portion of the Parkallen neighbourhood adjacent to 109 Street. In anticipation of the adoption of an Area Redevelopment Plan for the 109 Street corridor and in order to prevent possible confusion and/or overlap between the 109 Street Corridor ARP and the Parkallen Community Development Plan, the properties within the Parkallen neighbourhood located in the 109 Street Corridor Area Redevelopment Plan area have been removed from the boundaries of the Parkallen Community Development Plan.



Mayor Jan Reimer
Alderman Lillian J. Staroszik
Alderman Leroy Chahley
Alderman Ron Hayter
Alderman Brian Mason
Councillor Michael Phair
Alderman Sheila McKay

Alderman Patricia Mackenzie
Alderman Bruce Campbell
Alderman Allan Bolstad
Councillor Sherry McKibben
Councillor Tooker Gomberg
Alderman Terry Cavanagh

Re: Belgravia, McKernan and Parkallen Community Development Plan

At its meeting of August 11, 1992, Edmonton City Council approved a motion calling for the development of a Community Plan for our 3 neighbourhoods, to be developed by volunteers from the community assisted by the Planning and Development Department. What follows in this document is the culmination of that effort, providing not only a plan for the development of our community for the foreseeable future, but also a testimonial to the wisdom of Council in breaking with tradition, and enabling local neighbourhoods to "chart their own course".

The Plan is supported by the Community Leagues of Parkallen, McKernan, and Belgravia, and has received overwhelming approval from the general public attending the Public Meetings held in our community to review the Plan recommendations.

Thousands of hours of volunteer time have gone into the creation of this Plan, and Council is to be commended for providing our community this opportunity.

Yours truly,

Bradley V. Odsen
Chairman
Community Development Planning Committee

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Chapter 1 Executive Summary

1.1 INTRODUCTION

The inner city neighbourhood of Parkallen is a cohesive community located east of the University of Alberta South Campus and south of 72 Avenue to 61 Avenue. This neighbourhood has an estimated area of 85.0 ha and a population of 2,210 people (May, 1993). The area was substantially developed during the late 1940s and early 1950s. Although the community has recently entered a phase of renewal (i.e. housing renovations, additions and redevelopments), most of the original housing stock remains. An important visual feature of the community is its mature trees which can be found in abundance along local roadways, on private property and in the neighbourhood parks.

On August 11, 1992 City Council authorized the preparation of a community plan for the Parkallen neighbourhood. The associated Terms of Reference gave the community the responsibility

of facilitating the planning process and preparing the plan document. The plan and associated Overlay Schedule Bylaws (Appendix I) were approved by City Council on October 17, 1994.

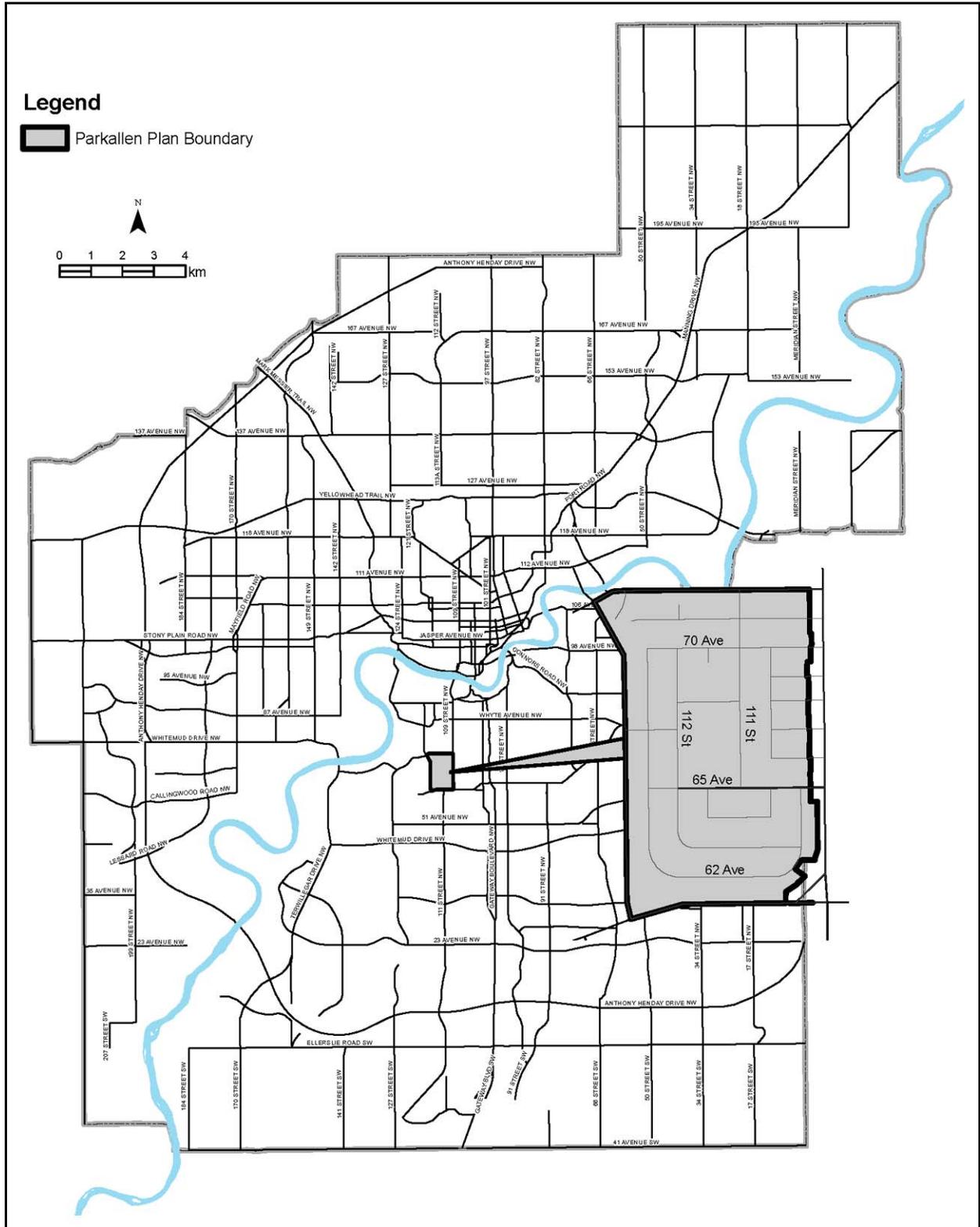
The planning process was facilitated by and organized around a central coordinating committee (Community Development Planning Committee) and three task forces (Housing Task Force, Circulation Task Force and Urban Landscape Task Force). Through this organizational structure, all relevant stakeholders were given extensive and meaningful opportunities to participate in the planning process. The efforts of these groups and individuals culminated with the preparation of this plan.

1.2 PLAN STRUCTURE

The plan is structured on the basis of seven major sections or chapters which are briefly outlined below:

1. Introduction: In addition to the above introductory comments and the following chapter outlines, this section provides a brief description of the overall implementation strategy, as well as a summary of the vision statements, principles and recommendations contained in the plan.
2. Plan Process: An overview of the key historical events/decisions leading to the authorization of this community planning project; a description of the planning process in terms of the principles upon which it was based and the resulting committee/task force structure; a summary of the key public participation events; and a general overview of the methodology used in investigating issues and developing recommendations.
3. Plan Area: A description of the plan area in terms of its historical development, present land uses and development trends.
4. Demographic Composition: A description of the plan area in terms of its demographic composition.
5. Task Force Reports: The remaining chapters contain reports prepared by the three task forces which were organized around specific issue categories: the Housing Task Force (Chapter 5), the Circulation Task Force (Chapter 6) and the Urban Landscape Task Force (Chapter 7). Each chapter, among other things, includes the vision statement, principles and recommendations that were developed by the respective task force.

MAP 1: PLAN AREA



1.3 PLAN IMPLEMENTATION

The responsibility for implementing the recommendations contained in the plan, where appropriate, has been assigned to the Parkallen Community League. Implementation responsibilities have only been assigned to the City in those circumstances where City Council's authority and/or the professional services of a particular civic department are required (e.g., the

approval and implementation of Land Use Bylaw Amendments, the future evaluation of outstanding transportation issues, etc.). This approach not only recognizes the reality of fiscal constraints being experienced by the City but more importantly, represents a serious commitment on the part of the community to take a self-reliance or self-help approach in resolving local issues.

1.4 VISION STATEMENTS, PRINCIPLES AND RECOMMENDATIONS

Each task force prepared a vision statement and a related or corresponding list of principles. This vision statement and the corresponding principles provided a framework for identifying and evaluating issues, and for developing recommendations. A summary of these vision

statements, principles and recommendations prepared by each task force is outlined below. Also, after each recommendation, the community leagues and/or civic departments responsible for implementation are identified.

HOUSING TASK FORCE

Vision Statement:

Generally maintain the low density residential character of the area while at the same time providing opportunities for the sensitive integration of higher density infill redevelopment on a selective basis, for a wide range of housing needs.

Principles:

1. Recognize and respond to the housing needs (social and physical) and preferences of individuals and the community as a whole.
2. Respect the democratic rights of individuals and the community in the planning
3. Maintain and enhance the residential character and visual continuity of the community.

Recommendations:

1. That City Council approve the Development Guidelines for the RF1 District as outlined in Appendix 2*.

Implementation: Sustainable Development

2. That a "Good Neighbour Guide" be prepared and periodically distributed to community residents to provide advice regarding sensitive and quality residential redevelopment.

Implementation: The Parkallen Community League

3. That the community league take a proactive role in providing information and advice to residents, property owners and city planners in matters related to housing.

Implementation: The Parkallen Community League

* The Development Guidelines provide additional development controls for these properties within the plan area that are districted RF1 (Single Detached Residential) District (see Appendix 2).

CIRCULATION TASK FORCE

Vision Statement:

Enhance an urban lifestyle that promotes walking, cycling and the use of public transit for residents and non-residents, and which maximizes the use of the private automobile.

Principles:

1. Minimize the use of local and collector roadways by vehicular traffic not originating in or destined to the community.
2. Minimize the impact of arterial and collector roadway traffic on the community.
3. Promote a balanced transportation system which encourages walking, cycling and the use of public transit.

Recommendations:

1. That the Parkallen Community League continue to work cooperatively on shared issues involving arterial and collector roadways with the surrounding Community Leagues; and continue to work separately on local issues which do not have an impact on adjacent neighbourhoods.

Implementation: The Parkallen Community League

2. That Transportation Services provide the community with early, meaningful and extensive opportunities for input when it is considering roadway design changes to 113 Street; as well as roadway design changes to any of the other arterial roadways bordering the community.

Implementation: Transportation Services

3. That Transportation Services evaluate the bicycle route network in Parkallen to determine where additional route connections/linkages and signage are required.

Implementation: Transportation Services

4. That Transportation Services, in consultation with the Parkallen Community League, give consideration to the primary pedestrian travel routes when it has determined that sidewalk repair, replacement or construction are necessary in the community.

Implementation: Transportation Services

5. That a survey be conducted to determine non-school related pedestrian and bicycle travel patterns within the community.

Implementation: The Parkallen Community League

6. That Transportation Services consider the relocation of the northbound transit zone at 72 Avenue and 109 Street from the northeast to the southeast corner.

Implementation: Transportation Services

7. That measures to improve pedestrian/student safety on roadways in the vicinity of the school be collectively and periodically evaluated by the local community league, Parkallen school, Public School Board and Transportation Services.

Implementation: The Parkallen Community League; Parkallen school; Public School Board; and Transportation Services

8. That the community consult with the Edmonton Police Service for the purpose of identifying areas along arterial and collector roadways where increased enforcement may be required.

Implementation: The Parkallen Community League

9. That the Parkallen Community League, and Transportation Services, as part of the planning process associated with the preparation of the Transportation Master Plan, review network alternatives with the objective of reducing through traffic on 72 Avenue between 109 Street and 114 Street.

Implementation: The Parkallen Community League and Transportation Services

URBAN LANDSCAPE TASK FORCE

Vision Statement:

Preserve and enhance the village atmosphere within the neighbourhood of Parkallen, which is one of the special and unique places in Edmonton. A place where residents may safely walk and socialize with their neighbours in pleasant surroundings, whether it be in the parks, on the streets or at one of the neighbourhood business centres. A community where mutual respect and concern for the well-being and safety of others is commonplace.

Principles:

1. Maintain and improve, where required, the local parks, and playgrounds for the use and enjoyment of all community residents.
2. Maintain and enhance the ambience and visual attractiveness created by the mature landscaping located on both public lands (parks, boulevards/streets and laneways) and on private property within the community.
3. Improve the appearance and function of the local business centres and associated streetscapes, as well as the interface between businesses and the community.
4. Support and enhance the well-being and independence of senior citizens residing in the community.
5. Extend and enhance the involvement of the community, including schools and businesses, in the prevention of criminal activities, the apprehension of offenders and participation in the rehabilitation of young offenders.
6. Establish a special annual event to celebrate the accomplishments associated with the preparation and implementation of this plan, to provide a forum for updating the community on the progress being made in implementing the plan and to recruit others into the process.

Recommendations:

1. That the need to upgrade the playground equipment in Violet Archer Park be evaluated.

Implementation: The Parkallen Community League

2. That a "Need Assessment" survey be conducted to determine how the local parks can better serve the recreational needs of adults.

Implementation: The Parkallen Community League

3. That a Garden Club be organized to provide stewardship over the community's natural landscape.

Implementation: The Parkallen Community League

4. That a Business Club, with community and business representation, be established for the purpose of developing and coordinating strategies to achieve, among other things, the following:

- a) Improve the interface between local businesses and the community ensuring that an appropriate range of products and services are offered for the mutual benefit of both the individual businesses (and the associated business centres) and the local residents; and,
- b) Improve the facades of business premises and the adjacent streetscape making them more visually attractive, inviting and pedestrian friendly.

Implementation: The Parkallen Community League, and local businesses.

5. That a "Senior Citizens Program and Service Directory" be prepared, in consultation with the appropriate private and public agencies.

Implementation: The Parkallen Community League.

6. That an informational/educational program be developed and implemented for the purpose of making senior citizens aware of the programs and services available to the community.

Implementation: The Parkallen Community League.

7. That the Community League continues to support and encourage such programs as "Neighbourhood Watch" and "Block Parents", as well as the Edmonton Police Service's efforts in implementing "community policing".

Implementation: The Parkallen Community League.

8. That the Community League collaborate with the Edmonton Police Service and other appropriate agencies in extending and improving the community's participation in the prevention of crime, the apprehension of offenders and the rehabilitation of young offenders.

Implementation: The Parkallen Community League.

9. That the Community League organizes a "Community Celebration Day" on an annual basis.

Implementation: The Parkallen Community League.

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Chapter 2 Plan Process

2.1 PLAN HISTORY AND AUTHORIZATION

Terms of Reference for the preparation of an Area Redevelopment Plan for Belgravia, McKernan, and Parkallen was approved by City Council on July 14, 1987. During the initial phase of the planning process, the primary focus of the neighbourhood related to the expansion of the 114 Street Corridor, the inclusion of LRT within this corridor and the associated changes to the Transportation System Bylaw.

In June 1991, City Council considered and approved various amendments to the Transportation System Bylaw relating to the 114 Street Corridor. These amendments included roadway modifications and the LRT alignment. As the major focus of the Area Redevelopment Plan was to be these transportation related issues, City Council subsequently rescinded the resolution setting out the Terms of Reference for an Area Redevelopment Plan. However, the Parkallen neighbourhood made representation to City Council suggesting that some form of planning was still needed to address other issues in the plan area. Subsequently, City Council concurred in the following motion:

“That following Council’s holding of a Public Hearing on the Transportation Bylaw scheduled for June 12, 1991 the Planning and Development Department strike a Committee, that they will chair, composed of representatives of the community league, a representative from each of 1) the Planning and Development Department, 2) the Community and Family Services Department, 3) the Transportation Department, and a representative from the Edmonton Federation of Community Leagues: that this committee be given a mandate to research and to report back to Council by the first meeting of Council in September 1991 with recommendations on a community participation model and terms of reference; and that the City make available to the Committee such existing administrative resources as will enable the Committee to research and develop its recommendation.”

At the April 22, 1992 meeting of the Executive Committee, the Terms of Reference prepared by the above committee (i.e., the “Community Development Planning Committee”) were received and referred to the Planning and Development Department for a report. On August 11, 1992 City Council considered a report prepared by the Planning and Development Department and concurred in the following recommendations:

1. *“That the vision statements (plan objectives) and action plans (study methodology) outlined by the Community Development Planning Committee in the enclosed report guide the preparation of action strategies for the resolution of issues confronting the neighbourhood of Parkallen.*
2. *That the Planning and Development Department assign one staff member from within their existing staff complement for a period of 12 months to facilitate a participatory planning process for the purpose of preparing the above mentioned action strategies.*
3. *That the Planning and Development Department, in consultation with the Community Development Planning Committee, advise City Council within six months as to the method/form in which the action strategies will be expressed; eg., Area Redevelopment Plan, Community Plan, incremental Issue Generated Plans, etc.*
4. *That the Planning and Development Department advise City Council, on a semi-annual basis, as to the progress being made in preparing the type of plan chosen with the entire planning process not exceeding 12 months.”*

Pursuant to recommendation three above, City Council was advised at its meeting on April 27, 1993 that the end product of the planning process would be a community plan entitled: "The Belgravia, McKernan and Parkallen Community Development Plan"*. This plan would identify issues affecting the plan area and recommend

strategies for their resolution. Pursuant to recommendation four, City Council also received progress reports prepared by the Community Development Planning Committee and each of the three sub-committees or task forces involved in this planning process.

2.2 THE PLAN PROCESS: AN EXPERIMENT IN PARTICIPATORY PLANNING

Public participation is rooted in the ideology that people have an inherent right to participate in those decision making processes that affect them. Public participation is the cornerstone of democracy creating, among other things, a more responsive and responsible government. It enhances the overall quality of political decisions; and, in circumstances where there are conflicting interests, it may have the added benefit of facilitating resolution through compromise.

The Terms of Reference prepared by the Community Development Planning Committee and

approved by City Council authorized a community directed participatory planning process. A process that would be controlled by the community, both in terms of facilitating the participatory processes and in terms of preparing the final plan document. In this respect, the Parkallen planning process was an experimental approach to community planning. It represented a significant departure from the conventional approach to neighbourhood planning which has historically been controlled and facilitated by the Planning and Development Department.

2.3 GUIDING PRINCIPLES

The nature and scope of this community directed participatory planning process was guided by the following principles:

1. That all stakeholders be given an equal opportunity to directly participate in the plan process;
2. That extensive and meaningful opportunities be provided to solicit the views and concerns of those stakeholders who, for whatever reason, do not become directly involved in the planning process;
3. That key planning decisions be made on the basis of consensus or general agreement;
4. That the planning process be executed with a maximum reliance upon community resources and local expertise, supplemented by input from outside experts or professionals acting in an advisory capacity at the discretion of the community; and,
5. That the planning process serve a secondary objective of strengthening the community's organizational and problem solving skills, with the view that planning is an ongoing process and, therefore, should not end with the completion of this plan.

**The name of this document was renamed "The Parkallen Community Development Plan" by Resolution of Council on June 17, 2013.*

2.4 ORGANIZATIONAL STRUCTURE

The organizational structure for this participatory planning process included the Community Development Planning Committee and three task forces.



The Community Development Planning Committee, in addition to preparing the Terms of Reference and initiating the planning process, performed an overall coordinating function. The three task forces were organized around three specific issue categories: housing, circulation and urban landscape. These task forces were responsible for assessing issues and developing recommendations related to their respective areas of concern. The Community Development Planning Committee integrated the findings of the task forces into the final plan document.

2.5 COMMUNICATION PROGRAM

As in any participatory planning process, a relatively small number of people compared to the overall plan area population, became directly involved in the planning process. Therefore, an extensive communication program was required to ensure that the decisions being made at the task force level were in line with the goals and aspirations of the community-at-large.

The following summarizes some of the key activities/events that were organized as part of the communication program for this planning project.

1. **October 3, 1992:** Initial community planning workshop to officially “kick-off” the planning process. The Terms of Reference and, in particular, the vision statements and action plans (study methodology) contained therein were reviewed, discussed and reaffirmed. Issues were identified and priorities were set.

The membership of the Community Development Planning Committee was initially determined by City Council, as outlined previously. After City Council’s approval of the Terms of Reference and with the commencement of the planning process, membership was expanded to include anyone within the plan area who wanted to become involved.

Membership on the task forces was open to anyone who wanted to participate with recruitment primarily taking place at the community planning workshops that were periodically held throughout the planning process. Community League newsletters also encouraged people to become involved.

Approximately 60 to 70 people were directly involved, on an ongoing basis, during the planning process by being members of the Community Development Planning Committee and/or one of the task forces.

The organizational structure was outlined and volunteers recruited.

2. **January 23, 1993:** A community planning workshop at which the progress of each task force was reviewed and those in attendance provided feedback and advice.
3. **May 20, 25 & 26, 1993:** Community planning workshops were held in the neighbourhood. These workshops were organized by the Housing Task Force to receive feedback on the proposed Overlay Schedule for the RF1 (Single Detached Residential) District. Parkallen residents organized two additional workshops (June 21 and 23) to further explore housing related issues.

A housing questionnaire related to the proposed Overlay Schedule was prepared and distributed at the May 20, 25 and 26 workshops



Displays at the Community Celebration Day in McKernan Park.

and a door-to-door survey (10% random sample) was conducted in July, 1993. Absentee landlords were also surveyed on the basis of a 10% random sample.

4. **June 5, 1993:** A Community Celebration Day was organized by the Urban Landscape Task Force. Each of the task forces and the Planning and Development Department, as well as the City's Office of the Environment (Public Works Department) set up information and display centres. This event also included a barbecue and various activities for children.
5. **November 25, 1993:** The Housing Task Force met with representatives from the Edmonton Home Builders' Association and the Urban Development Institute to discuss the proposed the Overlay Schedule for the RF1 District.

6. **January 10, 13, & 19, 1994:** The Community Development Planning Committee presented the draft plan to the Community League Executive from the Parkallen neighbourhood.
7. **January 22, 1994:** The Community Development Planning Committee presented the draft plan at a community-wide public meeting.

Extensive efforts were made to encourage attendance at the various community planning workshops and the final community-wide public meeting where the draft plan was unveiled. These workshops/meetings were advertised in each of the community league newsletters distributed throughout the community. Also, absentee property owners were mailed invitations to attend the planning workshops, as well as the final community-wide public meeting.

2.6 STUDY METHODOLOGY

The following methodology was used by the task forces in investigating issues related to their respective areas of concern:

1. Consultation with various civic departments (i.e., the Planning and Development Department*, Transportation Department, Community and Family Services Department, Parks and Recreation Department and Police Services);
2. Consultation with target groups, particularly senior citizens and local businesses;
3. Organization of community planning workshops and the dissemination of a housing questionnaire;
4. Exchange and evaluation of ideas and information amongst the members of each task force and the Community Development Planning Committee; and,
5. A review of relevant plans, background reports, studies, policies, etc.

**Demographic and land use data provided by the Planning and Development Department's Socio-Economic and Land Use System (SELUS).*

2.7 APPROVAL PROCESS

The Plan and associated bylaws to apply the Overlay Schedule to the RF1 District in the community was submitted to City Council for Public Hearings on April 18, 1994. These Public Hearings were continued by City Council on May 30, June 16 and August 15, 1994. At the August 15, 1994 meeting of City Council, the originally proposed Overlay Schedule Bylaw was amended and given first readings. City Council then directed that the amended Overlay Schedule Bylaw and the Plan reflecting these amendments be referred back to the Planning and Development

Department for the purpose of advertising and providing notification for new Public Hearings. On October 17, 1994 City Council held the new Public Hearings and then approved the revised Plan and amended Bylaws. The revisions to the Plan and the amendments to the Overlay Schedule Bylaw (Appendix I) make provisions for a “modest building envelope” approach for the assessment and processing of development permit applications as described in Chapter 5 (Housing Task Force Report).



Chapter 3 Plan Area

3.1 HISTORICAL DEVELOPMENT

In the early 1900s, a bustling community existed on the south side of the North Saskatchewan River:

- The University of Alberta, founded in 1908, was becoming a major focus in the region.
- The University of Alberta Farm was established in the 1930s.
- By 1945 development had reached University Avenue and the west side of 109 Street.
- Parkallen was substantially developed between 1947 and 1953.
- Walk up apartments were developed during the mid 1950s, with some additional apartment development occurring in 1968, 1974 and 1978.

Since 1929, several government, medical and university facilities were built in the south campus area and around the University of Alberta Farm. These facilities continue to be important employment/activity centres influencing the surrounding neighbourhoods, including Parkallen:

- University of Alberta Corbett Hall (1929)
- Aberhart Centre (1950 and 1966)
- Provincial Government Medical Examiner Building (1952)
- Alberta Agriculture Longman Building (1952)

- Alberta School for the Deaf (1955)
- Mewburn Veteran's Hospital (1966)
- Cross Cancer Institute (1967)
- Neil Crawford Provincial Government Centre (1981)
- University of Alberta Hospital (built in phases between 1907 and 1957) and the subsequent opening of the Walter C. Mackenzie Health Sciences Centre (1986)

HISTORY OF PARKALLEN

- Parkallen was named after the land development company responsible for several subdivisions in the area.
- The neighbourhood was substantially developed between 1949 and 1951, although a small area in the northeast dates back to 1911.
- Calgary Trail Community League represented Parkallen residents from 1920 to the 1930s.
- The Parkallen Community League was organized in 1945.
- The Parkallen Elementary School was built in 1952.

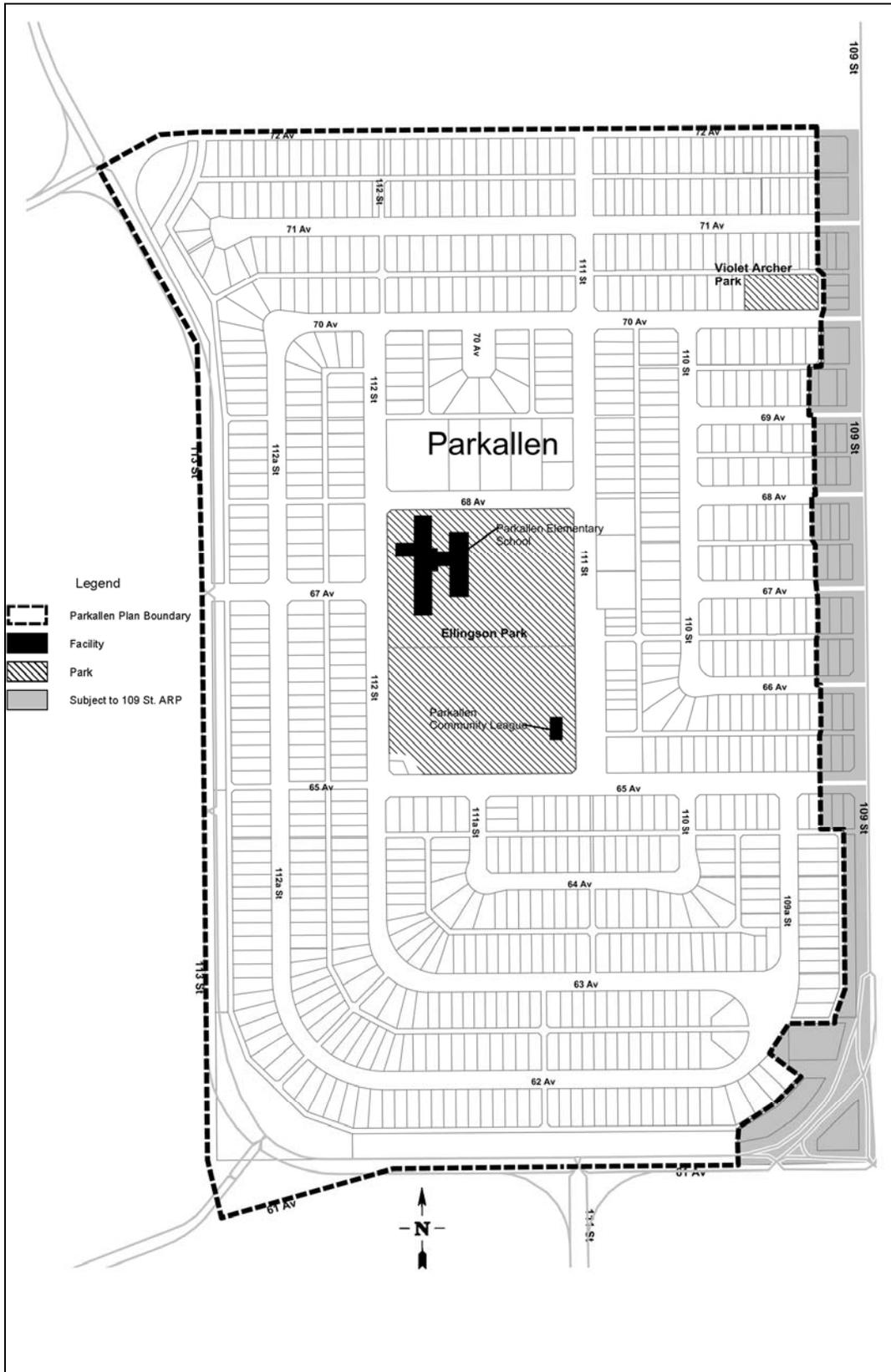


Parkallen Apartments c. 1954

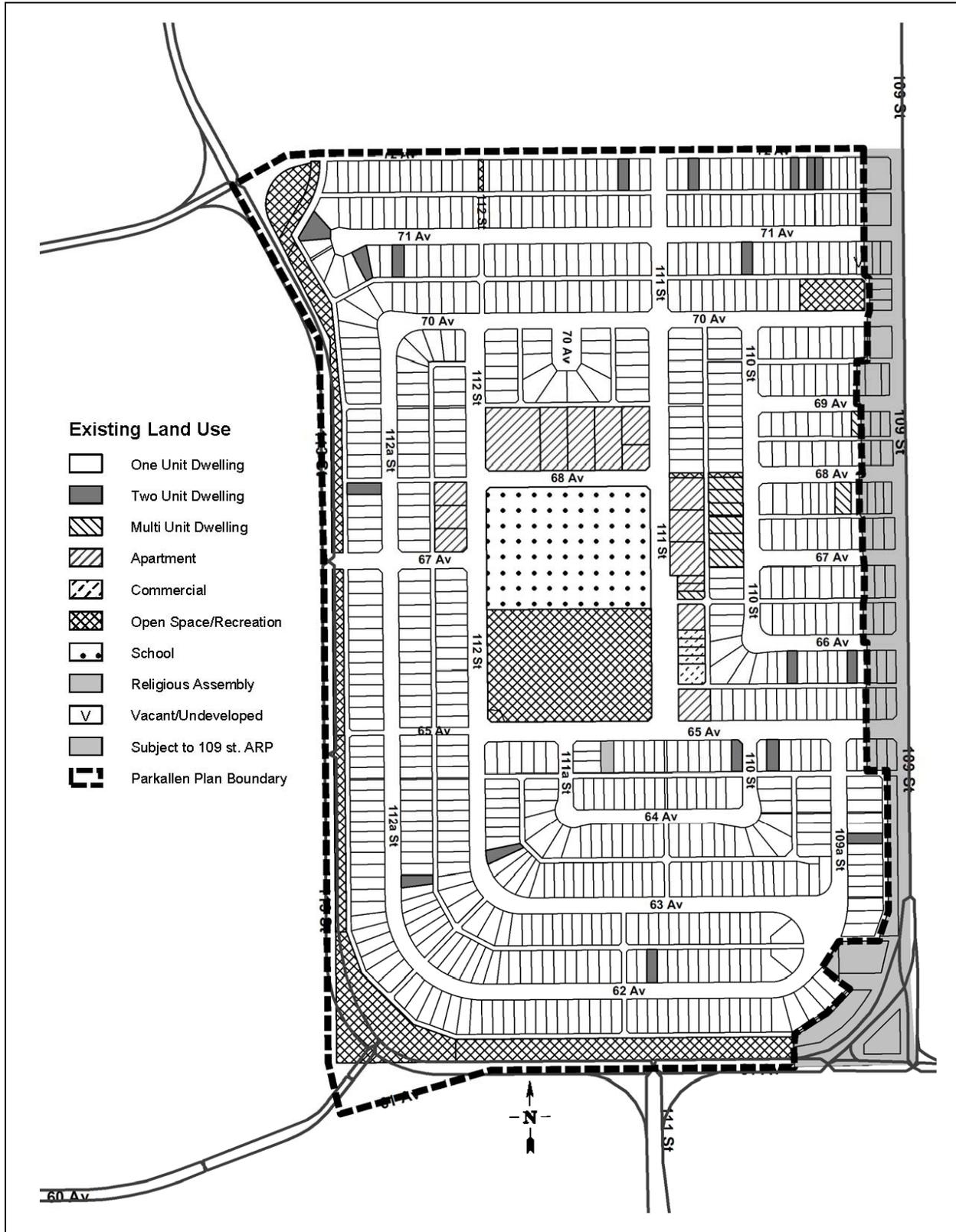


Typical 1950's Bungalows

MAP 2: MAJOR FACILITIES & PARKS



MAP 3: EXISTING LAND USE



3.2 EXISTING LAND USE

Although considered a suburb in the late 1940s and early 1950s, Parkallen is now a mature inner city neighbourhood. As part of the post-war housing boom, the neighbourhood combined both typical and advanced planning styles for the time. The plan area is largely dominated by low density residential land uses, with back lanes and treed boulevards. Now aged over 40 years, the housing stock is in a period of renovation and redevelopment. There is also a mixture of older walk up apartments and newer condominium developments. The neighbourhood is adequately served by local businesses and centralized school/park sites.

Several major roads border the plan area. Mature landscaping along arterial and local roadways, on roadway islands and on private property enhance the visual attractiveness of the neighbourhood.

PARKALLEN

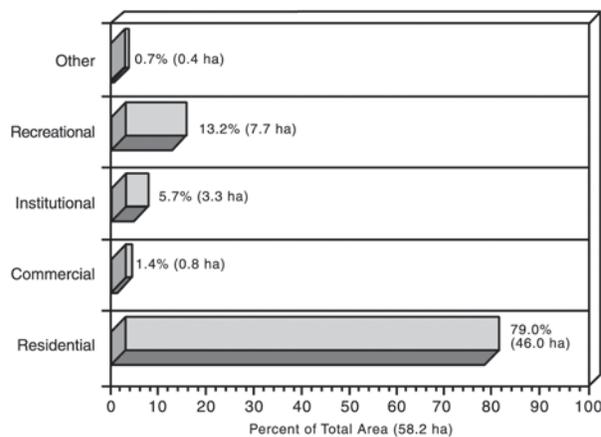
The subdivision design in Parkallen was based on a modified grid street pattern with limited access to adjacent arterial and collector roadways. Parkallen's school/park site, community league hall and neighbourhood commercial centre are centrally located within the neighbourhood.

Land use features:

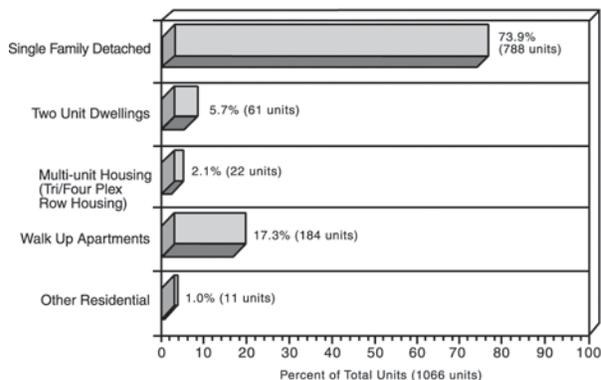
- Residential land uses dominate Parkallen.
- Housing styles primarily include bungalows and semi-detached homes.
- Parkallen has a high proportion of walk up apartments. All of the apartments are concentrated around the central school/park site.
- Institutional uses include Parkallen Elementary School, two churches and the community league hall.
- There are two local parks: Ellingson Park and Violet Archer Park.
- Landscaped buffers are located along the abutting arterial roadways of 113 Street and 61 Avenue, as well as along a portion of 109 Street.

- Parkallen has a centrally located neighbourhood commercial centre on 111 Street, north of 65 Avenue, as well as some scattered commercial development along 109 Street.
- 622 residences in Parkallen (or 63%) are owner occupied, while 372 or (37%) are renter occupied.

Parkallen Land Use - 1993



Parkallen Residential Land Use - 1993



3.3 SCHOOLS

Parkallen has a centrally located public elementary school. Catholic school children travel outside the plan area to attend Mount Carmel Catholic Elementary/Junior High School at 76 Avenue and 105 Street.

School enrollment in the plan area is expected to remain stable in the next school year. However, the Parkallen Public School is presently operating below maximum capacities.

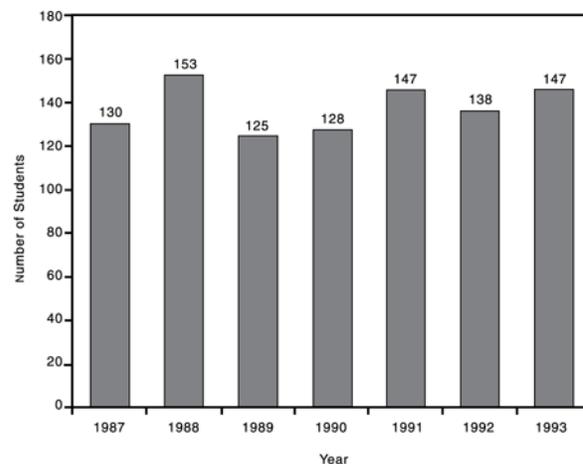
PARKALLEN

Parkallen Elementary School, with 147 students on September 30, 1993, is operating at 37% of its capacity of 400 students. Enrollment rose 6% from the previous year. Parkallen Elementary is a designated site for opportunity students (students functioning below their grade level who benefit from smaller classes and special programs). This program draws students from surrounding neighbourhoods. The school building also houses Edmonton Public School Board consulting offices.



Parkallen Elementary School (112 St. & 67 Ave.)

Parkallen Elementary School Historical Enrollment



3.4 PARKS

The plan area is adequately served by neighbourhood parks. These parks not only provide opportunities for both passive and active forms of recreation, but they also contribute significantly to the visual attractiveness of the neighbourhood.

The local parks have some form of play equipment for young children. Ellingson Park also includes a wading pool. An outdoor skating/hockey rink is located at the community league hall/park site, with the adjacent public school sites providing baseball diamonds and soccer playing fields.



Ellingson Park in Parkallen (111 St. & 65 Ave.)

3.5 DEVELOPMENT TRENDS: RESIDENTIAL

Many of the original homes and other forms of residential development in the area are in excess of 40 years old. This factor and the desirability of the area as a place to live and invest has placed Parkallen in a phase of renewal; i.e., housing renovations, additions and redevelopments

SINGLE DETACHED DWELLINGS

Some homes have been demolished to provide for the construction of new houses, while other houses have been expanded to include a second storey addition. Since 1987, 31 new houses have been constructed and 36 houses have received second storey additions. All of the new houses are much larger than the older houses they replaced.

APARTMENTS

Some of the original walk up apartments in the plan area are reaching the end of their economic life.



Parkallen Apartments built in 1954

3.6 DEVELOPMENT TRENDS: COMMERCIAL

The number of commercial businesses have been relatively stable in Parkallen. Most of the commercial development dates back to the time when the neighbourhood was originally developed. Although some recent facade and interior improvements have been made to the central commercial developments, there has generally not been any major expansions or site redevelopments in the plan area. The two most recent commercial developments include a gas bar built in 1987 at the southwest corner of 109 Street and 61 Avenue; and a convenience store, restaurant and office development built in 1979 on 109 Street, north of 71 Avenue.

Parkallen has centrally located business centres which accommodate such commercial uses as grocery/convenience stores, restaurants, bank, bakery, pharmacy and personal service businesses. In addition to these more conventional types of neighbourhood convenience commercial uses, the

Parkallen Business Centre also accommodates a dental office (Periodontist).

In addition to Parkallen's centrally located business centre, there are a number of convenience commercial businesses (eg. gas bars, convenience grocery stores, restaurants, etc.) located along 109 Street on the eastern boundary of the neighbourhood.

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Chapter 4 Demographic Composition

4.1 INTRODUCTION

Parkallen has a population of 2,210 people. In the last six years Parkallen has experienced marginal population growth. Compared to City averages, Parkallen’s age distribution is fairly consistent with City averages; however, it has more adults from 20

to 39 years of age and a relatively high proportion of post secondary students. Within the neighbourhood, there is a high proportion of adult-only households compared to households with children.

4.2 PARKALLEN

Parkallen’s population has remained relatively stable in the last six years. The 1993 population of 2,210 people is only 0.4% or 9 people lower than the 1990 population of 2,219 people and 2.4% or 52 people higher than the 1987 population of 2,158 people.

Parkallen has a high proportion of adult-only households (77%) and a low proportion of households with children (23%). The relationship between these two household categories has remained fairly constant. Many of the adult-only households are located within the sixteen walkup apartment buildings adjacent to the centralized school/park site. Parkallen’s low density residential character and associated amenities makes it a very desirable area for young families.

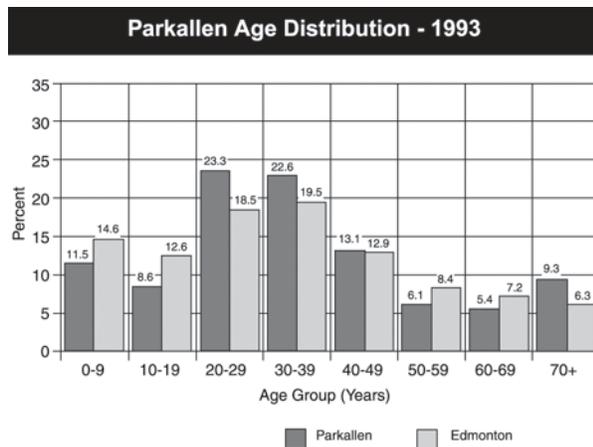
Parkallen’s high proportion of adult-only households represents only 1330 people or 60% of the total neighbourhood population with families accounting for approximately 40% or 880 people.

Compared to the City’s average, Parkallen has:

- fewer pre-school children and fewer children attending kindergarten through grade 6;
- fewer students in junior and senior high school;
- more adults aged 20 to 29 and 30 to 39;
- similar number of adults aged 40 to 49;
- fewer adults aged 50 to 59 and 60 to 69; and
- more adults aged 70 and over.

Other Characteristics:

- Retired residents account for almost 13% of the neighbourhood, above the City’s average of 11.3%.
- Post secondary students account for nearly 13% of the neighbourhood, above the City’s average of 5.7%.
- Nearly 45% of residents have resided in their homes five years or more, reflecting a highly stable population above the City’s average of 40.6%.



Parkallen Household Composition

HOUSEHOLD TYPE	1987		1990		1993	
	NO.	%	NO.	%	NO.	%
ADULTS ONLY						
SINGLE ADULT	330	33.7	343	34.0	340	34.2
TWO ADULTS	320	32.7	330	32.7	315	31.7
MULTIPLE ADULTS	93	9.5	97	9.6	110	11.1
SUBTOTAL	743	75.9	770	76.3	765	77.0
ADULTS WITH CHILD(REN)						
SINGLE ADULTS WITH CHILD(REN)	40	4.1	31	3.1	25	2.5
TWO ADULTS WITH CHILD(REN)	170	17.3	175	17.4	175	17.6
MULTIPLE ADULTS WITH CHILD(REN)	25	2.6	31	3.1	30	3.0
SUB TOTAL	235	24.0	237	23.6	230	23.0
OTHER	2	.2	1	0.1	0	0.0
TOTAL	980	100.0	1008	100.0	995	100.0

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Chapter 5 Housing Task Force Report

5.1 VISION STATEMENT

Generally maintain the low density residential character of the area while at the same time providing opportunities for the sensitive integration of higher density infill redevelopment on a selective basis, for a wide range of housing needs.



Housing Task Force Meeting

5.2 PRINCIPLES

The Housing Task Force formulated the following principles which guided its investigation of housing related issues and the development of strategies for the resolution of these issues:

1. **Recognize and respond to the housing needs (social and physical) and preferences of individuals and the community as a whole.**

Residential development should respond to such factors as varying household characteristics; varying age and income levels; and individual preferences for length of residency, housing tenure (rent/own) and type of building form.

2. **Respect the democratic rights of individuals and the community in the planning process.**

Individuals who are directly affected by a proposed development, as well as the wider community, should have early and meaningful input in the planning of proposed developments.

3. **Maintain and enhance the residential character and visual continuity of the community.**

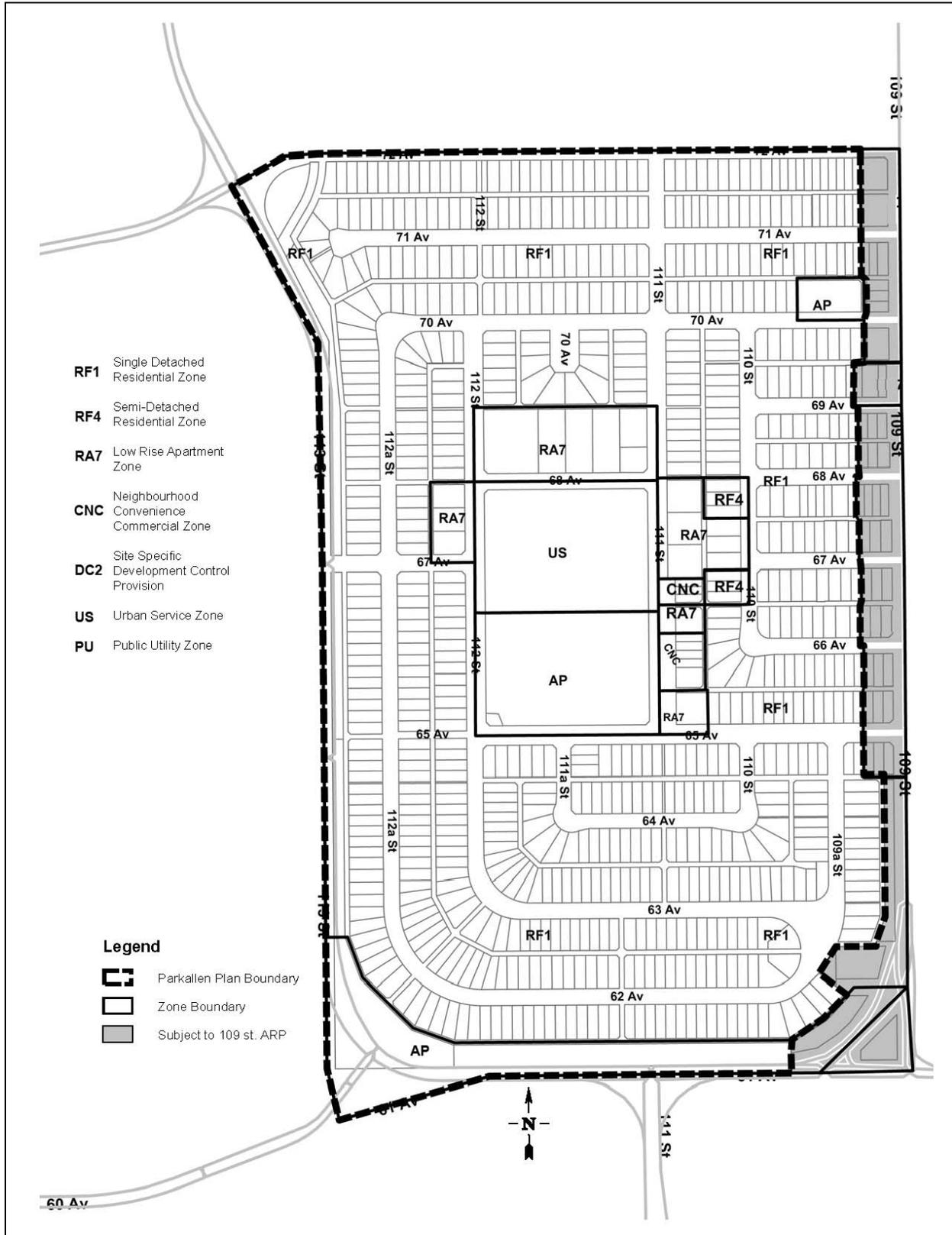
Residential development should generally maintain the existing low density residential character of the area, and ensure that changes fit into the built form of the adjacent streetscape (i.e., maintain a sense of continuity/cohesion throughout the community).

5.3 RESIDENTIAL LAND USES

Housing in the plan area is primarily regulated by two land use districts; i.e., the RF1 (Single Detached Residential) and RA7 (Low Rise Apartment) District. The Housing Task Force evaluated the appropriateness of these two land use districts in the context of the previously outlined principles and vision statement, as well as the direction it received from the community through the planning workshops and a housing questionnaire. In this regard, the task force concluded:

1. That the Parkallen Development Guidelines are required to supplement the development regulations of the RF1 District to ensure that the infill housing allowed by the district is developed to a high standard of appearance, compatible with adjacent development and preserves, to the extent possible, the continuity of the adjacent streetscape.
2. That the Parkallen Development Guidelines should provide an appropriate balance in terms of protecting the low density residential character of the community, as well as providing the flexibility to accommodate larger forms of housing through the application of appropriate regulatory controls and by providing opportunities for public input during the development permit review process.
3. That the recently approved amendments to the RA7 District will ensure that the apartment and row housing development allowed by the district is compatible with existing or future single detached housing where it is allowed on an abutting property as a permitted use.

MAP 4: PARKALLEN LAND USE ZONES (2013)



5.4 PARKALLEN DEVELOPMENT GUIDELINES

An Overlay Schedule is a land use control mechanism that provides additional development controls to those already applied to a property by a standard land use district. The purpose of an Overlay Schedule is to achieve certain land use or special purpose objectives which can not be assured through the application of the development regulations of the underlying land use district. Prior to 2001, Overlays were prepared for specific areas as the result of neighbourhood planning. This was the case with this plan, where the Housing Task Force prepared an Overlay Schedule for properties in Parkallen districted RF1 (Appendix 1 and 2).

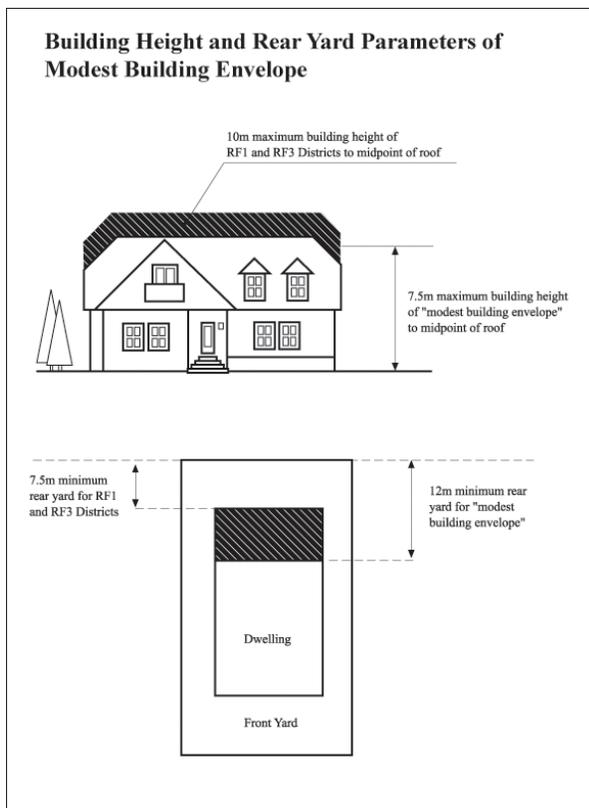
When Zoning Bylaw 12800 was adopted in 2001, individual neighbourhood Overlay Schedules were amalgamated into a set of Overlays that could be used city-wide. Foremost among those was the Mature Neighbourhood Overlay which was based on the Parkallen Overlay Schedule. At the same time, the Parkallen Overlay Schedule was changed from regulation to guidelines which the Development Officer can refer to when exercising discretion.

These Guidelines incorporate a reduced or “modest building envelope” approach for the assessment and processing of development permit applications. The primary criteria or parameters included in the guidelines is a maximum building height of 7.5 m (24.6 ft.) and a minimum rear yard of 12 m (39.4 ft.). The underlying RF1 District presently allow a maximum building height of 10 m (32.8 ft.) and a minimum rear yard of 7.5 m (24.6 ft.).

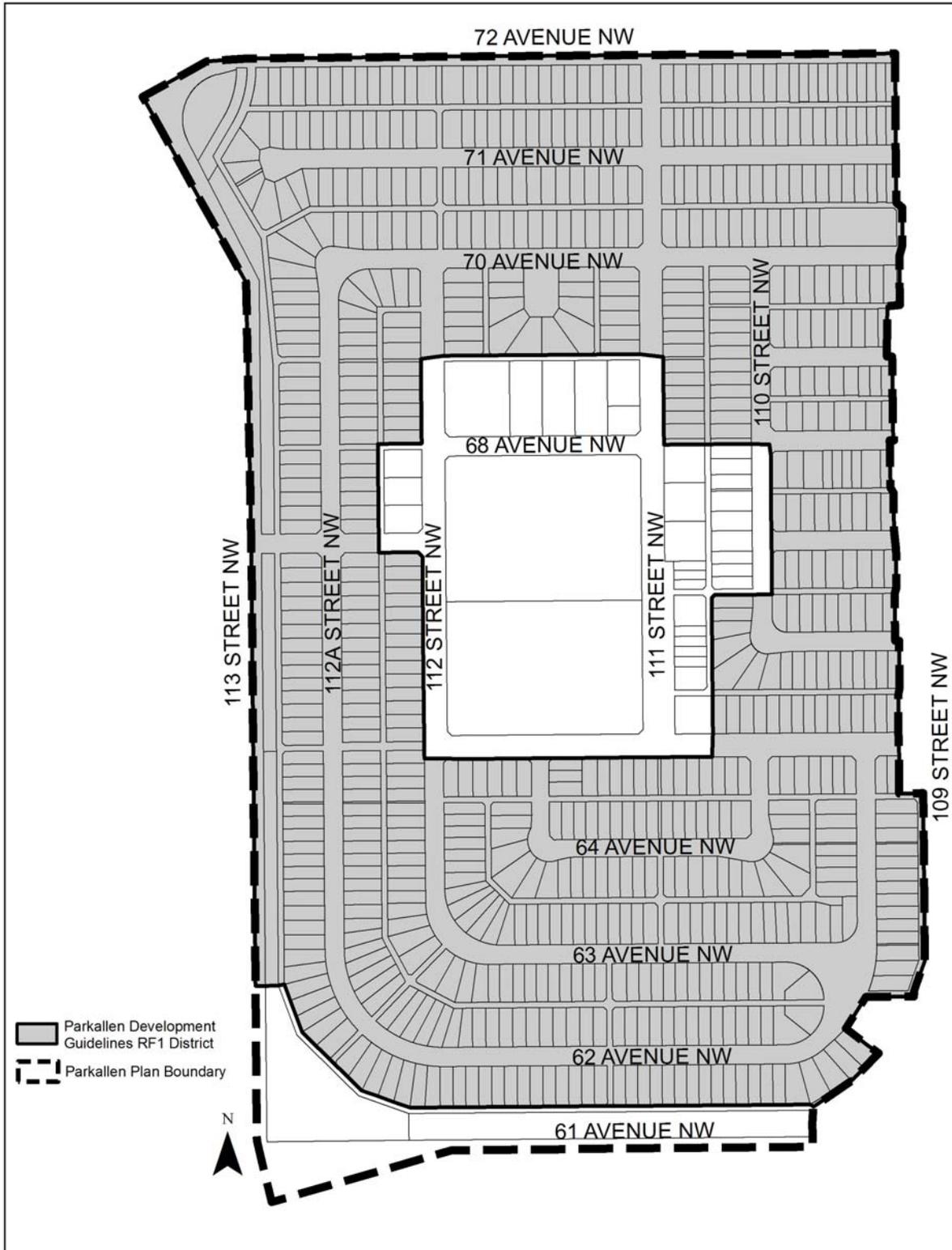
A development permit will be issued without any form of public consultation if a proposed development complies with the parameters defining the modest building envelope and the other applicable development regulations of the Land Use Bylaw. However, larger forms of housing which exceed the limits of the modest building envelope will require a public consultation process as part of the development permit review process, as well as the application of architectural controls. The rationale for this approach is that housing that falls within the limits of the modest building envelope will generally be compatible with the existing smaller older housing stock and, therefore, should not be subjected to a more time consuming and onerous development permit review process. Conversely, larger forms of housing exceeding the limits of the modest building envelope could potentially have an adverse impact on adjacent smaller housing and, therefore, should require a more thorough review process involving both public consultation and the application of architectural controls.

Architectural review of development proposals that do not comply with the criteria or parameters defining the modest building envelope shall include:

“Where, in the opinion of the Development Officer it is appropriate, the principal buildings of the development shall incorporate design features for the purpose of minimizing the perception of massing/height, mitigating the shadowing effect on abutting properties, adding visual interest by breaking up the monotony of large uninterrupted flat surfaces and reducing the box-like appearance of buildings when viewed from



MAP 5: PARKALLEN DEVELOPMENT GUIDELINES



abutting public roadways, other than a lane. This may be achieved by utilizing such design features as the following:

- a) *The incorporation of projections / recesses or variations in the front facades including the stepping back or terracing of upper storeys on buildings exceeding one storey;*
- b) *the utilization of pitched roofs and the incorporation of different roof angles and styles, as well as special design elements (e.g. dormers) into the roof structure;*
- c) *the extension or wrapping around of front facade finishing materials or corner accent materials to the sides of the principal building when different exterior materials are being used on the front and sides of the building; and,*
- d) *on corner sites, the principal building should present a double frontage appearance by using consistent exterior finishing materials and architectural treatment, including window treatment, on both the flanking and front facing facades."*

The public consultation provisions that apply to development proposals that do not comply with the parameters of the modest building envelope specified by the Guidelines or any of the applicable development criteria specified by the Land Use Bylaw are as follows:

"Development permit applications shall include:

- a) *proof that at the earliest possible point in the planning of the proposed development, but in any event not later than 21 days prior to the submission of the development permit application the Applicant has contacted, in person, by mail or by way of community meetings or open houses each assessed owner of land within the area of application...and the President of the Community League operating within the area where the site is located, to review with them details of the proposed*

development (including height, site coverage, setbacks, elevations, parking and proposed landscaping) and to seek their comments on the proposal;

- b) *a narrative which is to include:*
 - i. *an explanation of the extent of community contact (i.e. who was contacted, by what means and when in the development process such contact occurred);*
 - ii. *documentation of the opinions and concerns expressed to the applicant, if any were received, by the President of the Community League and the owners contacted in response to the information on the proposed development provided to them;*
 - iii. *details as to how the applicant has modified the proposed development, if at all, in response to the opinions and concerns from the community; and*
 - iv. *where the applicant has been unable to modify the proposed development to specifically address the concerns and opinions of the community, an explanation from the applicant as to why further modifications to the proposed development can not be accommodated or why, in the opinion of the applicant, further modifications to the proposed development are not warranted or necessary.*
- c) *a statement describing how the proposed development, including landscaping treatment, complies with the General Purpose and the applicable Design Criteria of these Guidelines. The Development Officer may require the applicant to submit additional information, in his opinion, such information is necessary to verify that the proposed development complies with these Guidelines."*

For the Guidelines, the area of application for the above public consultation provisions is each assessed owner of land abutting the site, in addition to the Community League President. The public consultation provisions contained in the Guidelines does not relinquish the Development Officer's authority to determine the disposition of a development permit application, nor do they require that the developer compromise his development objectives in response to concerns raised by the community. Rather, the intent of these provisions is to create an opportunity for dialogue between the developer and the community to determine whether concerns, if any, can be addressed prior to the submission of a development permit application. Presently, the Land Use Bylaw does not require public consultation of this nature nor at this early stage of the development review process. It is hoped that this approach will make the development permit process less adversarial and more proactive to the benefit of both the developer and the community; and, possibly, reduce the number of appeals to the Development Appeal Board.

It is anticipated that most new development and renovations will comply with the modest building envelope criteria and other applicable development regulations of the Land Use Bylaw. Therefore, in most instances, development proposals will not involve the application of architectural controls or require public consultation as part of the overall development permit review process.

In the absence of these provisions, the Parkallen Community League will be preparing a "Good Neighbour Guide" encouraging local residents and home builders to consult on a voluntary basis with adjacent property owners before making major additions or building new homes even though such development would comply with the modest building envelope parameters of the Guidelines. Among other things, the guide will include sketches suggesting various design alternatives for

making development attractive and for enhancing the integration of larger forms of development into the established low scale residential character of the community. The guide will also reference other relevant sources of information, some of which will be made available on loan from the Community League.

In conclusion, these Guidelines provide an appropriate balance in terms of protecting the low density residential character of the community, which is highly valued by its residents; while, at the same time, allowing the flexibility to accommodate larger forms of infill redevelopment and major additions through the application of appropriate regulatory controls (i.e.; architectural controls) and by providing opportunities for public input. Furthermore, the "Good Neighbour Guide" will provide general design guidance for development proposals that do not invoke the provisions of these Guidelines relating to the application of architectural controls and public consultation.

The following sections in this chapter outline some of the additional development criteria that are applicable to the Guidelines.

5.5 RF1 DEVELOPMENT GUIDELINES

The RF1 District is a land use district that is restricted almost exclusively to single detached residential development.

The “general purpose” stated in the guidelines for the RF1 District is:

“To supplement the regulations of the RF1 (Single Detached Residential) District with development criteria ensuring that the infill housing allowed by this District is compatible with adjacent development and preserves, to the extent possible, the continuity of the adjacent streetscape.”

Parkallen has mainly roadways with treed boulevards (i.e.; the space between the curb and sidewalk on which trees have been planted) and very few houses with front drive access and attached garages. In recognition of these streetscape characteristics and respective neighbourhood preferences, the Parkallen RF1 Guidelines prohibit front drive access where lanes are available for all new development, regardless of whether it complies with the parameters defining the modest building envelope. This provision will control, within reasonable limits, the amount of front yard space occupied by driveways, thereby minimizing the disruption to the adjacent streetscape and maximizing the amount of front yard space available for landscaping purposes.

RECOMMENDATIONS:

1. That City Council approve the Parkallen Development Guidelines for the RF1 District as outlined in Appendix 2.

AUTHORITY:
City Council

Implementation:
Sustainable Development

2. That a “Good Neighbour Guide” be prepared and periodically distributed to community residents to provide advice regarding sensitive and quality residential redevelopment.

Implementation:
The Parkallen Community League

3. That the community league take a proactive role in providing information and advice to residents, property owners and city planners in matters related to housing.

Implementation:
The Parkallen Community League

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Chapter 6 Circulation Task Force Report

6.1 VISION STATEMENT

Enhance an urban lifestyle that promotes walking, cycling, and the use of public transit for residents and non-residents, and which minimizes the use of the private automobile.



Circulation Task Force Meeting

6.2 PRINCIPLES

The Circulation Task Force formulated the following principles which guided its investigation of circulation/transportation related issues and the development of recommendations:

1. **Minimize the use of local and collector roadways by vehicular traffic not originating in or destined to the community.**

Non-residential (commuter) traffic should be discouraged from travelling on local and collector roadways within the community.

2. **Minimize the impact of arterial and collector roadway traffic on the community.**

Roadways with high traffic volumes should be designed to facilitate safe pedestrian crossings and to minimize adverse impacts (visual, noise and air pollution) to adjacent residents.

3. **Promote a balanced transportation system which encourages walking, cycling and the use of public transit.**

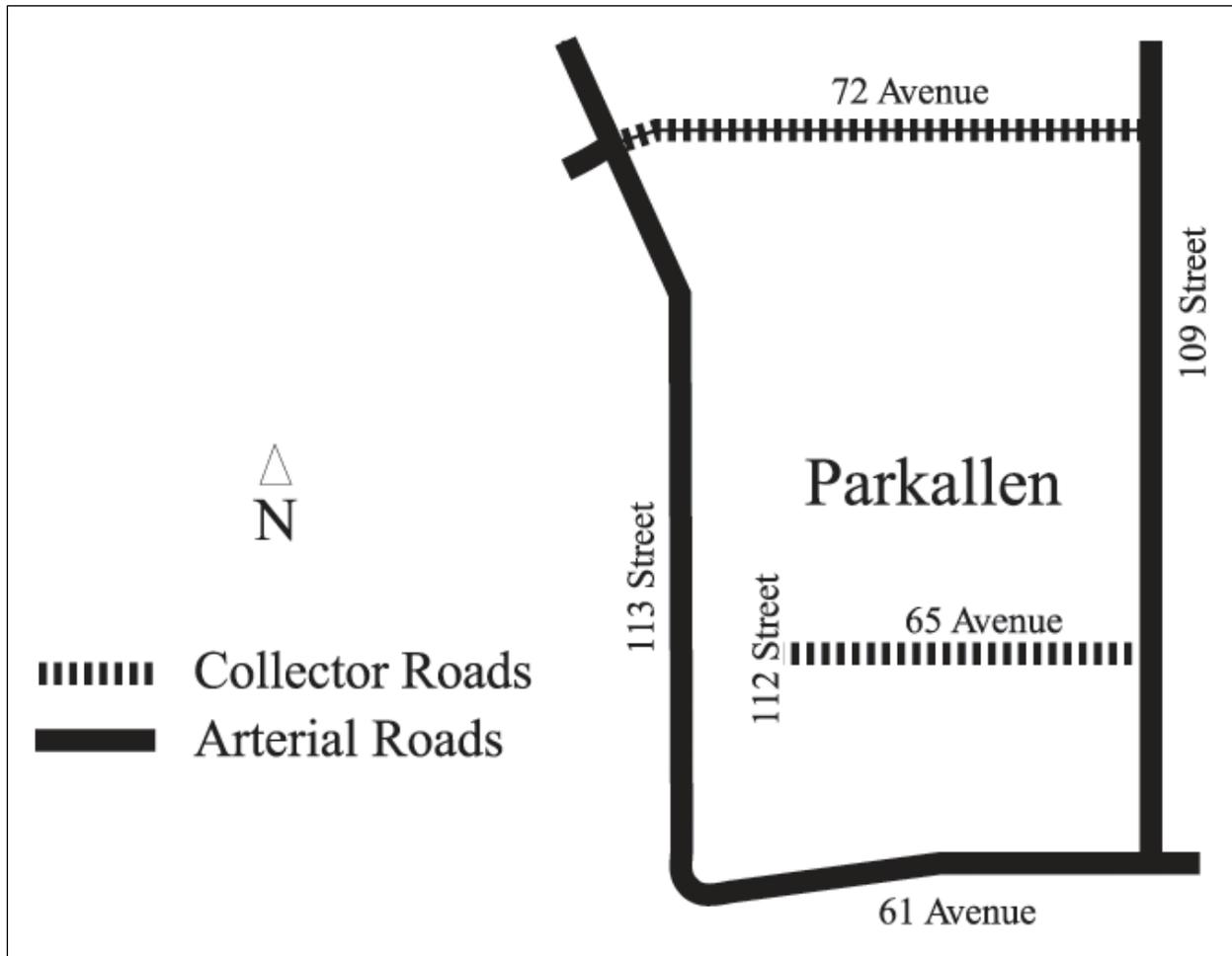
The expansion of the arterial roadway network would become a disruptive influence affecting the viability of Parkallen. However, the use of alternative forms of transportation should be encouraged through improvements to the public transit system and bicycle commuter network, thereby reducing traffic demands on the arterial roadway network. Also, roadways should be designed to facilitate the safe movement of pedestrians and cyclists.

6.3 ROADWAY NETWORK

For the most part, arterial and collector roadways define the boundaries of the neighbourhood. Arterial roadways include 113 Street (south of 72 Avenue), and 109 Street. Collector roadways include 65 Avenue and 72 Avenue (east of 114 Street).

Traffic signals are located at all major intersections. Pedestrian crosswalk signals are located at various intersections to improve pedestrian safety.

MAP 6: COLLECTOR AND ARTERIAL ROADS



6.4 TRANSPORTATION PLANNING

A HISTORICAL OVERVIEW

Historically, the Parkallen Community League has been working with the Transportation Services in addressing neighbourhood specific transportation issues. The community league has established a traffic committee for this purpose; and, over the past decade, the committee has been involved in such major transportation planning projects/issues as the following:

1. 114 Street Roadway Planning and Design;
2. Parkallen Traffic Plan.

The participatory planning processes associated with these projects/issues were initiated before the commencement of this community planning project and, for the most part, were concluded prior to its completion. Several members of the Circulation Task Force were active members of one or more of these other planning processes. It was through these common members that the task force monitored and periodically provided feedback to the various committees dealing with these other transportation planning matters. These individuals or common members provided the Circulation Task Force with progress reports at each task force meeting which were held on approximately a monthly basis throughout the planning process.

A brief summary of these major transportation planning projects/issues, which the Circulation Task Force was not directly involved in, is provided in Sections 6.5 and 6.6. They have been included in this plan document so that the community will have a consolidated record for its future reference; and as a way of acknowledging the significant contribution made by community members through their volunteer efforts. These sections are followed by a discussion of the issues that the Circulation Task Force dealt with through its planning efforts, which primarily related to traffic and pedestrian/bicycle safety concerns involving arterial and collector roadways. The mandate of the task force did not include traffic/transportation issues involving local roadways, as they tend to have localized or neighbourhood-specific impacts. Historically,

these types of issues have been dealt with by the applicable community league.

RECOMMENDATION:

That the Parkallen Community League continue to work cooperatively on shared issues involving arterial and collector roadways with the surrounding community leagues; and continue to work on separate local issues which do not have an impact on adjacent neighbourhoods.

Implementation:

The Parkallen Community League

6.5 THE 114 STREET ROADWAY PLANNING / DESIGN AND SURPLUS LANDS

In the early 1980s, the Transportation Services began evaluating the need to modify 114 Street to accommodate increased traffic demands and the future extension of South LRT. In response to the department's initial proposals, residents of Parkallen became involved in various consultative planning processes. The affected neighbourhood evaluated a number of different proposals related to 114 Street. The approach for the reconstruction of the 114 Street corridor was approved by City Council on February 26, 1991. The following modifications were completed by October 1992:

1. Replacement of the traffic circles on 114 Street at Belgravia Road by signalized intersections;
2. Reconstruction of 114 Street to four lanes.

RECOMMENDATION:

That the Transportation Department provide the community with early, meaningful and extensive opportunities for input when it is considering roadway design changes to 113 Street; as well as roadway design changes to any of the other arterial roadways bordering the community.

Implementation:

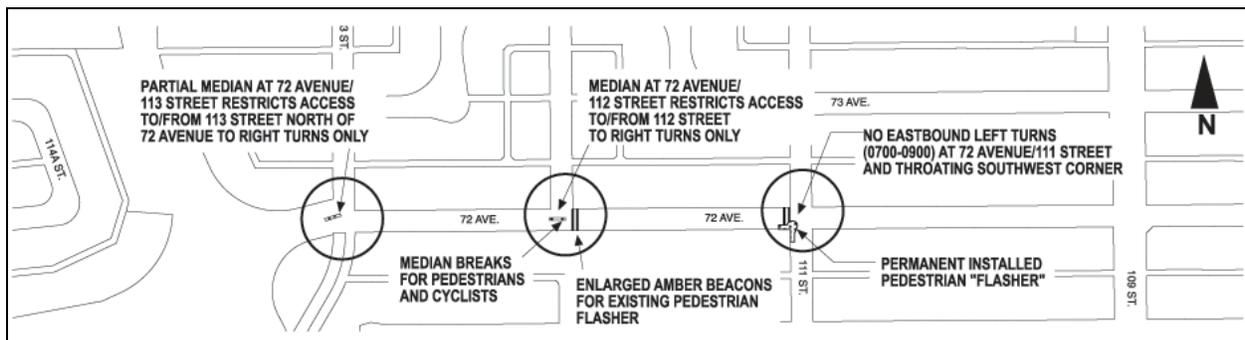
Transportation Services

6.6 PARKALLEN TRAFFIC PLAN

In 1992, the Transportation Services implemented a comprehensive shortcutting traffic control plan in Parkallen to reduce traffic flows on 72 Avenue between 109 Street and 114 Street. Traffic counts collected in the spring of 1992 and again in the spring of 1993 indicated that traffic volumes had been reduced significantly on one-third of the local roadways while traffic volumes had not changed on the remaining local roadways. These results confirmed that the traffic plan achieved its objective of reducing shortcutting traffic without shifting the traffic to other roads within the community.

In May of 1993, Parkallen agreed to make the traffic plan permanent, with some minor revisions. This plan, including the recommended revisions, was approved by City Council on June 22, 1993. The key components of the plan are illustrated on the following page.

MAP 7: PARKALLEN TRAFFIC PLAN



6.7 MAJOR PEDESTRIAN AND BICYCLE TRAVEL ROUTES

The community is in close proximity to such major employment and activity centres as the Neil Crawford Provincial Centre and the various educational and health/medical facilities located on the University of Alberta Campus. Many of the local residents walk and ride bicycles to access these and other destinations within and outside the community. Also, a significant number of bicycle commuters travel through the community each day on designated bike routes.

Currently, one of the most heavily travelled commuter bicycle route (112 Street) in the City passes through the community. The 112 Street bicycle route within Parkallen accommodates approximately 600 bicycles per day. The implementation of the Parkallen Traffic Management Plan has improved this bicycle route by reducing the volume of vehicular traffic on this roadway.

The community has a relatively concentrated network of Class I and Class III bicycle routes, with Class III routes being the primary commuter and recreational routes. However, there is a link missing in the current system. This being 111/112 Street (from 61 Avenue to 65 Avenue).

A subcommittee of the Circulation Task Force completed a bicycle user survey involving the distribution questionnaires to students in the local school. The questionnaire requested that the students identify their routes to and from school, their method of travel (walk, bike, car or bus) and number of trips per day. It also requested that the students specify any safety related problems or concerns encountered along their routes to school. This information will be used by the community leagues in determining where traffic control measures may be required to make the primary travel routes safer for students attending local schools.

Approximately half of the surveys were returned showing a significant number of students using bicycles to travel to school, with the highest used routes being:

1. 112 Street (65 Avenue to 72 Avenue);
2. 111 Street (65 Avenue to 72 Avenue).

The Circulation Task Force completed a cursory examination of the primary pedestrian travel routes within the community. It concluded that sidewalk repair, replacement or installation were necessary in some areas. However, this would have to be confirmed by a more thorough evaluation by Transportation Services.

RECOMMENDATIONS:

1. That Transportation Services evaluate the bicycle route network in Parkallen to determine where additional route connections/linkages and signage are required.

Implementation:

Transportation Services

2. That Transportation Services, in consultation with the Parkallen Community League, give consideration to the primary pedestrian travel routes when it has determined that sidewalk repair, replacement or construction are necessary in the community.

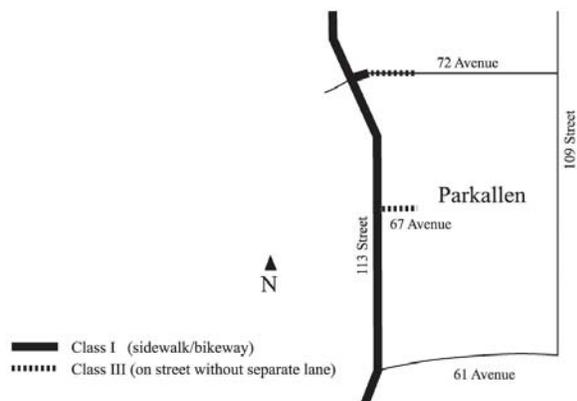
Implementation:

Transportation Services

3. That a survey be conducted to determine non-school related pedestrian and bicycle travel patterns within the community.

Implementation:

The Parkallen Community League



Class I: Designated sidewalk/bike path



Class III: Signed bike route

6.8 PEDESTRIAN CROSSINGS OF ARTERIAL ROADWAYS

The Circulation Task Force, with assistance from Transportation Services, evaluated a major intersection to assess problems related to pedestrian safety. Their findings, conclusions and recommendations are outlined below for the intersection.

72 AVENUE/109 STREET INTERSECTION:

Most of the concerns expressed by local residents related to pedestrian safety, particularly for pedestrians crossing 109 Street destined to the transit zone on the northeast corner of the intersection. Some residents were also concerned with the frequency at which vehicles on 109 Street entered the intersection on a red light, as well as a tendency for vehicles turning from eastbound to northbound not yielding to vehicles travelling westbound.

After monitoring the intersection, Transportation Services made the following conclusions:

1. That the number of occasions where vehicles did not yield to pedestrians crossing 109 Street was minimal;
2. That the relocation of the transit zone from the northeast corner to southeast corner would facilitate safer pedestrian crossings;
3. That the number of vehicles entering the intersection on a red light was minimal; and,
4. That the number of conflicts between eastbound turning vehicles and westbound through vehicles was minimal.

RECOMMENDATION:

That Transportation Services consider the relocation of the northbound transit zone at 72 Avenue and 109 Street from the northeast to the southeast corner.

Implementation:

Transportation Services

6.9 SCHOOL ZONES AND TRAFFIC VIOLATIONS

The City abandoned the use of a 30 km/h speed limit in the vicinity of schools in the late 1960s. However, the Circulation Task Force believes that insufficient compensating measures have been implemented on adjacent roadways. Traffic control measures must address both the speed and turning movements of vehicles near the local schools. Therefore, the Task Force recommends that a process for collective and periodic evaluations by the community league, Parkallen School, Public School Board and Transportation Services be implemented to determine what can be done to improve pedestrian\student safety on roadways in the vicinity of the local school. The measures considered might include the reinstatement of schools zones and adult supervision of crossings.

Many residents continue to have concerns related to the number of traffic violations (e.g. "running" of red lights, motorists not yielding to pedestrians, speeding, etc.) on arterial and collector roadways in the community. The task force feels that increased enforcement by the Edmonton Police Service may help reduce this problem.

RECOMMENDATIONS:

1. That measures to improve pedestrian / student safety on roadways in the vicinity of the school be collectively and periodically evaluated by the community league, Parkallen School, Public School Board and Transportation Services.

Implementation:

The Parkallen Community League, Parkallen School, Public School Board and Transportation Services

2. That the community consult with the Edmonton Police Service for the purpose of identifying areas along arterial and collector roadways where increased enforcement may be required.

Implementation:

The Parkallen Community League

6.10 THE 72 AVENUE TRAFFIC SUB-COMMITTEE

Residents living along 72 Avenue are concerned with the high traffic volumes, the proportion of non-community traffic, the speed of vehicles and traffic noise on this roadway. Although 72 Avenue is classified as a collector roadway, its average traffic volume of 9,000 vehicles per day far exceeds the recommended threshold value of 5,000 vehicles per day. These high traffic volumes can be primarily attributed to the following factors:

1. A major arterial road (Belgravia Road) feeds into 72 Avenue at 114 Street;
2. 114 Street has high traffic volumes in the AM and PM peak periods; and,
3. 72 Avenue is a convenient and direct connection between 109 Street and 114 Street.

A sub-committee (72 Avenue Traffic Sub-committee) of the Circulation Task Force has been organized to address concerns related to the high traffic volumes on 72 Avenue. This sub-committee, in consultation with the Transportation Department, has been evaluating various short term options for mitigating the adverse impacts of these high traffic volumes on adjacent properties.

Transportation Services has verified that a high proportion of the traffic on 72 Avenue is due to commuters travelling through the area from the southwest. The Department has recently initiated the preparation of a Transportation Master Plan for the City which will include, among other things, a review of transportation needs in the southwest. The Circulation Task Force requests that the planning process associated with the preparation of this plan include a review of network alternatives with the objective of reducing through traffic on 72 Avenue.

RECOMMENDATION:

That Parkallen Community League, and Transportation Services, as part of the planning process associated with the preparation of the Transportation Master Plan, review network alternatives with the objective of reducing through traffic on 72 Avenue between 109 Street and 114 Street.

Implementation:

The Parkallen Community League and Transportation Services

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Chapter 7
Urban
Landscape Task
Force Report

7.1 VISION STATEMENT

Preserve and enhance the village atmosphere within the neighbourhood of Parkallen to form a place where residents may safely walk and socialize with their neighbours in pleasant surroundings, whether it be in the parks, on the streets or at one of the neighbourhood business centres. A community where mutual respect and concern for the well-being and safety of others is commonplace.

This vision was developed as a result of the planning efforts of the Urban Landscape Task Force. The task force examined community issues related to open space and the provision of services; and developed principles and recommendations to resolve these issues. The principles and recommendations are outlined below under the applicable subject heading.



Urban Landscape Task Force Meeting

7.2 PUBLIC GREEN SPACES

Principle:

Maintain, and improve where required, the local parks and playgrounds for the use and enjoyment of all community residents.

The parks and school playgrounds in the neighbourhood primarily cater to the recreational needs of young children. They are not designed to cater to the recreational needs of adults.



Playground in Ellingson Park

The playground equipment in Parkallen (Ellingson Park) has been upgraded to more conventional standards. However, Violet Archer Park (Parkallen) still has outdated equipment.

RECOMMENDATIONS:

1. That the need to upgrade the playground equipment in Violet Archer Park be evaluated.
2. That a "Need Assessment" survey be conducted to determine how the local parks can better serve the recreational needs of adults.

Implementation:

The Parkallen Community League

7.3 NATURAL LANDSCAPE

Principle:

Maintain and enhance the ambience and visual attractiveness created by the mature landscaping located on both public lands (parks, boulevards/streets and laneways) and on private property within the community.

Perhaps the most important visual feature of the community is its mature trees. The tree lined streets and laneways create a very pleasant “canopy of green” contributing significantly to the overall ambience and beauty of the area. This is augmented by the mature landscaping located on residential properties, as well as in the local parks and school playgrounds. However, most of the mature trees in the area were planted when the neighbourhood was originally developed in the late 1940s and early 1950s. Many of them, particularly the birch and poplar species, are now becoming more susceptible to disease as they approach the end of their life cycles.

1. Preparing an inventory and assessment of the condition of trees and other forms of landscaping on both private and public property;
2. Instituting an on-going public informational and educational program for identifying and treating diseased trees, and for removing and replacing trees that can not be preserved;

3. Organizing community fund raising campaigns for replacing and treating trees on public property;
4. Developing a purchasing arrangement with local greenhouses/nurseries for reducing the costs associated with treating and replacing trees; and,
5. Consulting with the Community Services Department, and other relevant civic departments, to ensure coordination, to receive expert/professional advice and to ensure that relevant City policies/bylaws and procedures are followed.

RECOMMENDATION:

That a Garden Club be organized to provide stewardship over the community’s natural landscape.

Implementation:

The Parkallen Community League

7.4 COMMERCIAL STREETSCAPES

Principle:

Improve the appearance and function of the local business centres and associated streetscapes, as well as the interface between businesses and the community.

The area has a business centre with some additional commercial development located on 109 Street. Business representatives (owners/lessees) from the Parkallen Business Centre (111 Street, north of 65 Avenue) were actively involved in the planning process through the Urban Landscape Task Force.

The Parkallen Business Centre is important not only because it serves the shopping and personal service needs of local residents, but also because they provide an important focal point for the surrounding neighbourhood. In a sense, it is similar to the traditional small town or village “main street”; i.e., a place where people meet and socialize, as well as shop.

Most of the local businesses provide convenience commercial products and services to a local neighbourhood market. Therefore, to survive or to remain viable, these businesses must provide the range and types of convenience commercial products and services “demanded” by the local

consumer. However, there is presently no formalized mechanism for determining the nature of this demand, other than through the traditional market forces dictating which businesses will survive and which will not survive.

Many of the local businesses are located in commercial developments which, for the most part, have not undergone any major facade improvements since they were originally constructed in the 1950s. A notable exception includes a complete exterior renovation to the dental office and bakery in the Parkallen Business Centre. Generally, the remaining businesses within the centre have not undergone any major exterior improvements. Furthermore, the neighbourhood business centre has not installed street improvements (benches, tree planters, theme street lighting, etc.) to improve their appearance from an overall streetscape perspective, and to make it more inviting and pedestrian friendly.



Parkallen Business Centre (111 St., north of 65 Ave.)

RECOMMENDATION:

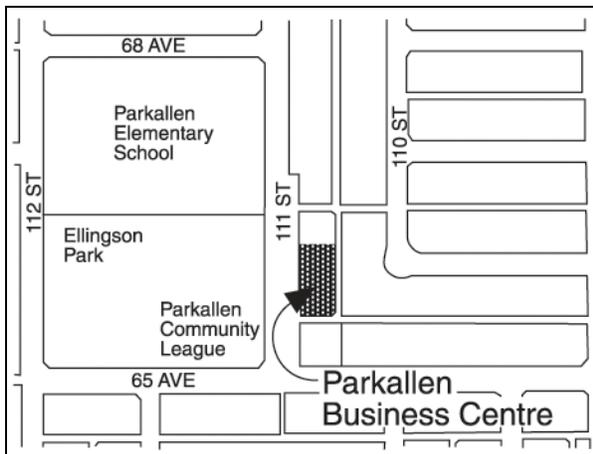
That a Business Club, with community and business representation, be established for the purpose of developing and coordinating strategies to achieve, among other things, the following:

1. Improve the interface between local businesses and the community ensuring that an appropriate range of products and services are offered for the mutual benefit of both the individual businesses (and the associated business centres) and the local residents; and
2. Improve the facades of business premises and the adjacent streetscape making them more visually attractive, inviting and pedestrian friendly.

Implementation:

The Parkallen Community League and local businesses

MAP 8: PARKALLEN BUSINESS CENTRE



7.5 SERVICES FOR SENIORS

Principle:

Support and enhance the well-being and independence of senior citizens residing in the community.

Compared to the City as a whole, the community has a high percentage of senior citizens. Many seniors are long term residents who have chosen to remain in their homes, rather than being segregated in senior citizens' apartment complexes outside the neighbourhood where their freedom of lifestyle, pursuit of hobbies and proximity to friends may be affected. However, in remaining in their homes, seniors often require assistance in performing such routine tasks as general household and yard maintenance, shopping, etc.. There are a number of private and public agencies that, in addition to providing these types of services, also offer a wide variety of special recreational, educational, social and health services to help seniors live fuller, happier and healthier lives.

Although there are many services and programs available for seniors, it was discovered during the planning process that many of the local senior

citizens were not aware of these services and programs, and therefore, could not take advantage of them. The problem appears to be one of program/service awareness rather than availability.

RECOMMENDATIONS:

1. That a "Senior Citizens Program and Service Directory" be prepared, in consultation with the appropriate private and public agencies.
2. That an informational/educational program be developed and implemented for the purpose of making senior citizens aware of the programs and services available to the community.

Implementation:

The Parkallen Community League

7.6 COMMUNITY POLICING

Principle:

Extend and enhance the involvement of the community, including schools and businesses, in the prevention of criminal activities, the apprehension of offenders and participation in the rehabilitation of young offenders.

Although the community has a relatively low crime rate, there are some demographic indicators that suggest that the neighbourhood should not be complacent in this regard. Also, crime or criminal activity was identified by local residents as an important issue that should be considered in the planning process.

Demographically, the community has a relatively high proportion of senior citizens and an increasing number of young children who will, in time,

become teenagers. According to the Edmonton Police Service, crime statistics (generally in Canada, not just Edmonton) indicate that the majority of property offenses are committed by young offenders, and that seniors are disproportionately victims of these crimes.

The prevention of criminal activities, the apprehension of offenders and participation in the rehabilitation of young offenders is a responsibility to be shared by the entire community (residents, schools and businesses), in conjunction with traditional Police and Criminal Justice system activities and programs. In this regard, activities such as "Neighbourhood Watch", "Block Parents" and "community policing" are to be encouraged, as well as increased community liaison with the appropriate personnel of the Edmonton Police Service responsible for policing in the community.

RECOMMENDATIONS:

1. That the Community League continues to support and encourage such programs as “Neighbourhood Watch” and “Block Parents”, as well as the Edmonton Police Service’s efforts in implementing “community policing”.
2. That the Community League collaborates with the Edmonton Police Service and other appropriate agencies in extending and improving the community’s participation in the prevention of crime, the apprehension of offenders and the rehabilitation of young offenders.

Implementation:

The Parkallen Community League

7.7 COMMUNITY CELEBRATION DAY

Principle:

Establish a special annual event to celebrate the accomplishments associated with the preparation and implementation of this plan, to provide a forum for updating the community on the progress being made in implementing the plan and to recruit others into the process.

It is important that a community periodically celebrate its accomplishments, as a means of engendering community pride, and to reinforce and strengthen the spirit of cooperation and community cohesiveness that produced the accomplishments in the first place. These qualities in turn become a strong motivating force spurring a community on to other achievements. This is particularly important with respect to the implementation of this plan, as most of the recommendations rely upon a long term self-help or self-reliance implementation strategy.

During the planning process, the Urban Landscape Task Force organized a special community event which was referred to as a “Community Celebration Day”. Each of the task forces and the Planning and Development Department, and the City’s Office of the Environment (Public Works Department) set up display/informational centres in the local Park. Some of the local businesses

participated by providing free products/samples, as well as information related to their respective business operation (product line, services, etc.). The event also included a barbecue and various activities for children.

This “Community Celebration Day” should become an annual event providing a forum for updating the community on the progress being made in implementing the plan and to recruit others into this ongoing process. Such an event could also be used by service delivery agencies/departments, local organizations and businesses for the purpose of disseminating information, receiving feedback, etc.

RECOMMENDATION:

That the Community League organize a “Community Celebration Day” on an annual basis.

Implementation:

The Parkallen Community League



Appendix 1
Advice to the Development
Officer – Development
Guidelines

PREFACE

The Appendix outlines the Guidelines that serve as advice to the Development Officer for the application of the City of Edmonton Zoning Bylaw (bylaw 12800) to the Parkallen Community Development Plan area. It is provided for the convenience of the public in considering proposed development and exercising discretion pursuant to the Zoning Bylaw.

The Zoning Bylaw, as amended, regulates and controls the use of development of land within the boundaries of the Community Development Plan. The Bylaw takes precedence over any information provided in this section, and the public is advised to refer directly to the regulations of the Zoning Bylaw, including the General Regulations and other provisions that apply.

Within a Plan area, certain regulatory aspects of conventional land use zones (such as minimum yard requirements or density, for example) may be modified in order to achieve certain policy or design objectives. Two ways to accomplish this are:

- *advice to the Development Officer*: guidelines established through the preparation of the Community Development Plan, and
- *overlay provisions*: regulations established through City-wide Overlays.

Advice to the Development Officer provides direction in the exercise of his authority to vary regulations when approving, refusing or imposing appropriate conditions on the development of lands, and are established as guidelines or directives in the Plan. Overlay provisions alter or add new regulations to the Zone, and are established as Citywide Overlays in the Zoning bylaw itself. This Plan contains development guidelines for certain residential zones that are also subject to the Citywide “Mature Neighbourhood” Overlay provisions.

For all lands not affected by overlay provisions, the development regulations for uses are those of the Zoning Bylaw. The Development Officer may consider the Guidelines and vary certain regulations when authorized to use discretion. For those lands affected by both Overlay provisions and Guidelines, the regulations are those of the Zone as altered by the Overlay, and the Development Officer will use discretion to approve, refuse or impose appropriate conditions on the development of those lands in consideration of the Guidelines of this Plan.



Appendix 2
Parkallen Development
Guidelines for Single
Detached Residential
Development: RF1 Zone

GENERAL PURPOSE

To ensure that the infill housing allowed by the RF1 Zone is compatible with adjacent development and preserves, to the extent possible, the continuity of the adjacent streetscape.

APPLICATION

1. These Guidelines serve as advice to the Development Officer and apply to those lands identified on the map attached to these Guidelines which are zone RF1.
2. The provisions of the Mature Neighbourhood Overlay will be applied in conjunction with the regulations of the RF1 Zone and other sections of the Zoning Bylaw.
3. Clause 3 under "Development Guidelines" applies to any development taking place on the lands identified on the map attached to these Guidelines.
4. New development and additions to existing development should comply with Clauses 1 and 2 under "Development Guidelines."
5. If a new development or addition to an existing development does not comply with Clauses 1 and 2 under "Development Guidelines" or any of the regulations of the RF1 Zone or the Mature Neighbourhood Overlay, then Clauses 4 through 7 under "Development Guidelines" will apply.
6. Notwithstanding that a development does not conform to these Guidelines, where a development permit was issued for the development prior to the adoption of this Plan, such development is deemed to conform the Guidelines. If at anytime an addition is made to the existing development, then the addition should conform to the applicable Guidelines.

USES

The Uses for the lands covered by these Guidelines should be as specified by the RF1 (Single Detached Residential) Zone.

DEVELOPMENT GUIDELINES

1. The maximum building height should not exceed 7.5 m.
2. The minimum rear yard should be 12m, except in the case of a corner site it should be 6 m.
3. Vehicular access to a garage or parking area should be from an abutting lane, where a lane abuts a site.
4. Where, in the opinion of the Development Officer it is appropriate, the principal buildings of the development should incorporate design features for the purpose of minimizing the perception of massing/height, mitigating the shadowing effect on abutting properties, adding visual interest by breaking up the monotony of large uninterrupted flat surfaces and reducing the box-like appearance of buildings when viewed from abutting public roadways, other than a lane. This may be achieved by utilizing such design features as the following:
 - a) The incorporation of projections/recesses or variations in the front facades including the stepping back or terracing of upper storeys on buildings exceeding one storey;
 - b) The utilization of pitched roofs and the incorporation of different roof angles and styles, as well as special design elements (e.g. dormers) into the roof structure;
 - c) the extension or wrapping around of front façade finishing materials or corner accent materials to the sides of the principal building when different exterior materials are being used on the front and sides of the building; and,
 - d) on corner sites, the principal building should present a double frontage appearance on corner sites, the principal building should present a double frontage appearance by using consistent exterior finishing materials and architectural treatment, including window treatment, on both the flanking and front facing facades.

5. Development permit applications should include:
 - a) an indication that at the earliest possible point in the planning of the proposed development but in any event not later than 21 days prior to the submission of the development permit application the Applicant has contacted, in person, by mail or by way of community meetings or open houses each assessed owner of land within the area of application as defined in Clause 6 below, and the President of the Community League operating within the area where the site is located, to review with them details of the proposed development (including height, site coverage, setbacks, elevations, parking and proposed landscaping) and to seek their comments on the proposal;
 - b) a narrative which should include:
 - i. an explanation of the extent of community contact (i.e. who was contacted, by what means and when in the development process such contact occurred);
 - ii. documentation of the opinions and concerns expressed to the applicant, if any were received, by the President of the Community League and the owners contacted in response to the information on the proposed development provided to them;
 - iii. details as to how the applicant has modified the proposed development, if at all, in response to the opinions and concerns from the community; and
 - iv. where the applicant has been unable to modify the proposed development to specifically address the concerns and opinions of the community, an explanation from the applicant as to why further modifications to the proposed development can not be accommodated or why, in the opinion of the applicant, further modifications to the proposed development are not warranted or necessary.
 - c) a statement describing how the proposed development, including landscaping treatment, complies with the General Purpose and the applicable Development Guidelines. The Development Officer may require the applicant to submit additional information if, in his opinion, such information is necessary to verify that the proposed development complies with these Guidelines.
6. For the purposes of this section, the area of application should be each assessed owner of land abutting the site.
7. The Development Officer may grant relaxations to the provisions of the Zoning Bylaw if, in his opinion, such a variance would be in keeping with the General Purpose of these Guidelines and would not affect the amenities, use and enjoyment of the neighbouring properties. The Development Officer may reduce the time period for public consultation specified in Clause 5 if satisfied that the community has had a reasonable period of time to review and comment on the proposed development.

MAP 9: PARKALLEN DEVELOPMENT GUIDELINES FOR SINGLE DETACHED RESIDENTIAL DEVELOPMENT: RF1 ZONE

