



WEST INGLE

AREAREDEVELOPMENTPLAN



Consolidated August 2014

55% Recycled Fibre including 15% Post-Consumer waste.

West Ingle Area Redevelopment Plan

Office Consolidation August 2014

Prepared by:

***Current Planning Branch
Sustainable Development
City of Edmonton***

Bylaw 7469 was adopted by Council in May 1985. In August 2014 this document was consolidated by virtue of the incorporation of the following bylaws, which were amendments to the original bylaw.

Bylaw 7469	Approved May 14, 1985 (ARP Approval)
Bylaw 9764	Approved May 28, 1991 (Addition to plan area)
Bylaw 11421	Approved February 10, 1997 (Text change to Policy 1 and to Part III)
Bylaw 12110	Approved August 24, 1999 (Replace maps 6, 8, 15, and 17)
Bylaw 12380	Approved August 21, 2000 (Text change to Policy 27 and to Part III; replace maps 15, 16, 17)
Bylaw 12457	Approved February 6, 2001 (Text change to Policy 27; replace maps 16 and 17)
Bylaw 12504	Approved February 6, 2001 (Text change to Policy 27; replace maps 16 and 17)
Bylaw 12551	Approved April 2, 2001 (Text change to Policy 27; replace maps 16 and 17)
Bylaw 12925	Approved January 9, 2002 (Text change to Part III)
Bylaw 14974	Approved December 15, 2008 (Text changes to Policy 26, Part II and III; replace maps 2, 3, 4, 6, 7, 8, 9, 11, 12, 13, 14, and 17)
Bylaw 15140	Approved April 29, 2009 (Text change to Part III; replace map 2 and 17)
Bylaw 15511	Approved July 19, 2010 (Text change to Policy 27; replace map 17)
Bylaw 15618	Approved December 13, 2010 (Text change to Policy 27, replace map 2)
Bylaw 16629	Approved November 4, 2013 (Replace map 17)
Bylaw 16906	Approved August 25, 2014 (Replace map 17)

Editor's Note:

This is an office consolidation edition for the West Ingle ARP. This edition contains all amendments and additions to the original Bylaw 7469. For the sake of clarity, new maps and a standardized format were utilized in this Plan. All names of City departments have been standardized to reflect their present titles. All text changes are noted in the margin and are italicized where applicable. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws.

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

City of Edmonton
Sustainable Development

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(*Amended by Editor)

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PART I INTRODUCTION

- Mandate
- Description of Neighbourhood
- Citizen Participation
- Issues

INTRODUCTION

1.1 Background and Mandate

West-Ingle is an older, low density, residential neighbourhood. The features that make West-Ingle a desirable neighbourhood in which to live include proximity to the downtown, tree-lined streets, older homes with historic character, a vital commercial strip and the availability of community services.

West-Ingle has retained its stable, low density character over the years, but at the same time has gradually accumulated a number of problems characteristic of older neighbourhoods including uncertainty in future land use, the loss of historic character through inappropriate renovation or redevelopment, cut-through traffic and on-street parking problems and the future viability and appearance of the commercial strips.

The case for designation of West-Ingle as a plan area was documented in briefs submitted to City Council and the Public Affairs Committee by the West-Ingle Community Development Association (WICDA) between 1978 and 1980. WICDA, in conjunction with the Westmount and Inglewood Community Leagues, has been involved in planning matters in West-Ingle during the past eight years.

In April 1980, the Planning and Building Department prepared the Neighbourhood Planning Ranking Report which set priorities for the areas in need of neighbourhood plans and West-Ingle was identified as being in need of detailed planning. Consequently at the December 10, 1982 meeting of City Council, the Planning and Building Department was directed to prepare a comprehensive neighbourhood plan, referred to as an Area Redevelopment Plan, for the West-Ingle community.

Bylaw 9764 May 28, 1991

In January, 1989, the Planning and Development Department was directed by City Council to undertake an amendment to the West-Ingle Area Redevelopment Plan to include the nine block area bounded by 107 Avenue, 124 Street, Stony Plain Road and 121 Street. This decision was the result of a request to the City of Edmonton by the 124 Street and Area Business Revitalization Zone Association, the Groat Estate Community Association, the West-Ingle Community Development Association and the Oliver Community League to extend the West-Ingle Area Redevelopment Plan to include this nine block area in with the West-Ingle Area Redevelopment Plan area.

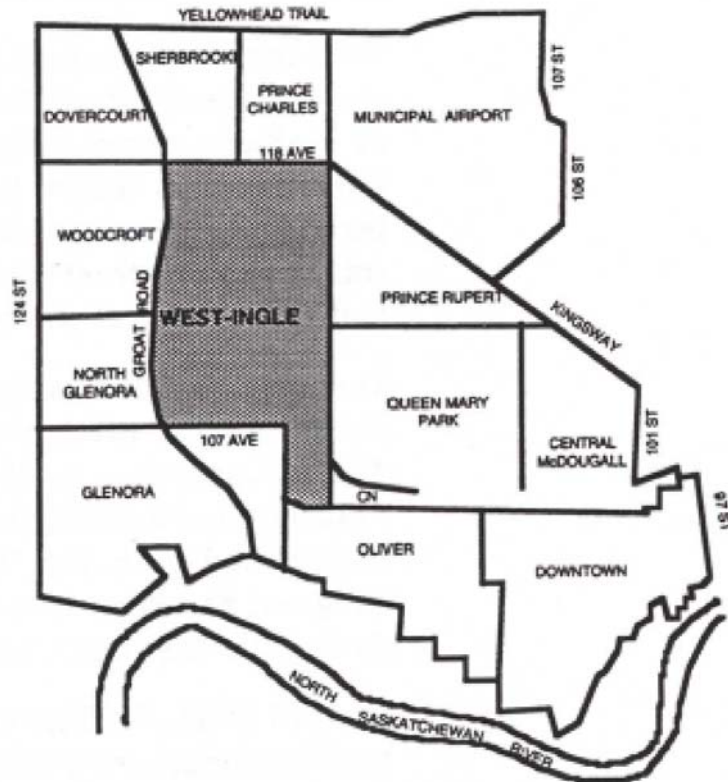
1.2 Location of West-Ingle

Bylaw 9764 May 28, 1991

West-Ingle is approximately 4kilometres (2.5miles) to the north-west of the Downtown. It is bounded on the east by the CNR rail line at approximately 121 Street, on the west by Groat Road, on the south by 107 Avenue and on the north by 118 Avenue. An extension to the area was added in 1989 to include a nine block area to the south-east bounded by 107 Avenue, 124 Street, Stony Plain Road and 121 Street. Map 1 shows the location of the West-Ingle plan area in north-west Edmonton.

MAP 1 LOCATION OF WEST-INGLE

Bylaw 9764 May 28, 1991



1.3 History of Development in West-Ingle

West-Ingle consists of two neighbourhoods: Westmount, which included the southern portion of West-Ingle up to 111 Avenue, and Inglewood, which includes the northern portion between 111 Avenue and 118 Avenue. Westmount is one of the oldest neighbourhoods in the city. Development to the east of 127 Street coincided with much of the growth in the Groat Estate area. Many of the homes in this area were built during the Edmonton land boom which began in 1912. The neighbourhood was popular with young professionals, mainly doctors, lawyers and educators.

In 1910 the area that came to be Inglewood began to develop but much of the housing stock that exists today was not built until after the Second World War. By 1950, Inglewood was populated enough to establish its own Community League.

The major developments in West-Ingle between 1945 and 1979 include the Charles Camsell Hospital built in 1945, the Bel Air Apartments built in 1954 with some additional apartment buildings constructed during 1977, the Alberta Health Care Building constructed in 1969, the Westmount Highrise built in 1972 and St.Andrews Centre for Senior Citizens built in 1979.

A detailed history of the Inglewood and Westmount neighbourhoods is in the Appendix.

1.4 West-Ingle Today

West-Ingle today is a relatively stable, older area. Forty-Five percent of the residents have lived in the community for more than three years. Newcomers are attracted to West-Ingle by the sense of history found in the older homes, mature trees and landscaping in the community. There is considerable renovation by both long-term residents and newcomers which is a sign of residents' pride in West-Ingle. West-Ingle has many homes of historical interest, contains a vital commercial strip, 124 Street, and is well served by city buses with a high frequency of service providing convenient access to the downtown and other areas of the city. The neighbourhood contains or is close to, numerous community facilities. West-Ingle has seven churches, an adequate supply of open space, two Community League facilities and a Y.M.C.A.

The population trends and structure of West-Ingle are similar to other older neighbourhoods in Edmonton. Like many older neighbourhoods West-Ingle has experienced a decrease in population over the past ten years. According to the 1982 Civic Census, West-Ingle has a total population of 10,601 persons as compared with 11,566 persons in 1972. This is a decrease of 8.3% over ten years. In terms of age composition of the overall population, West-Ingle has a higher percentage of senior citizens and a lower percentage of its population under 19 years of age in comparison with the city as a whole.

There are 5,590 households in West-Ingle. The average household size is 1.89 persons per household which is smaller than the city average of 2.64 but comparable to other older neighbourhoods in Edmonton. One and two person households in West-Ingle make up 73.9% of the total households and 18.8% of households have children.

This household composition reflects the general movement of young families with children to suburban area where housing is newer, larger and generally less expensive than in the older neighbourhoods.

In 1982, tenure in West-Ingle was similar to other neighbourhoods, being predominantly rental with 69.6% of the total number of dwelling units being rented, 23.8% owned and about 6% vacant. By comparison in the city in 1982, 51% of the dwellings were rented and 49% were owned.

1.5 Citizen Participation and the Planning Process

During 1983 a citizen participation program for developing the West-Ingle Plan was carried out. The program involved individuals, property owners, business and community groups; that is all those with an interest in the community. The following meetings and opportunities for resident input took place between September 1982 and December 1983.

- | | |
|----------------|--|
| September 1982 | · The WICDA Planning Committee was established. It is made up of a Chairman, several residents from both the Inglewood and Westmount neighbourhoods and City planners |
| November 1982 | · A Resident and Non-resident Survey about planning issues was mailed out and there were 917 responses. In May 1983, the report analyzing the results of the survey was made available. |
| March 1983 | · Issues Workshops were held to obtain resident input on redevelopment, historic preservation, traffic problems, parks and recreation issues, commercial and institutional land uses. A report was prepared analyzing the results and mailed out in May 1983 to participants, the Community Leagues and WICDA. |
| June 1983 | · An Open House was held for residents to present the results of public input gathered to date and information from other civic departments on plan issues in West-Ingle. July 1983 · A Transportation Committee was formed to propose traffic management measures for traffic problems identified in the Issues Workshops and the Resident Survey. The Committee is made up of a Chairman, residents from both Inglewood and Westmount neighbourhoods, representatives of the Transportation Department and the City Planner. |
| July 1983 | · A Transportation Committee was formed to proposed traffic management measures for traffic problems identified in the Issues Workshops and the Resident Survey. The Committee is made up of a Chairman, residents from both Inglewood and Westmount neighbourhoods, representatives of the Transportation Department and the City Planner. |

- November 1983 · The West-Ingle Community Profile report was prepared and mailed to all residents and property owners in West-Ingle. The Community Profile contains information on population, land use, housing, and planning issues in the neighbourhood.

- December 1983 · Public meetings were held to present Draft Plan proposals and receive resident input on housing, redevelopment, design guidelines for historic preservation, traffic management measures, a “self-help” program for parks and recreation improvements and improvements to commercial land uses.

- January - September 1984 · Final draft West-Ingle Plan prepared.

- November 13, 1984 · Public Hearing on West-Ingle Plan. First and Second Reading. Plan referred back to Administration to review concerns.

- December 1984 - April 1985 · Meetings with residents of proposed Architectural Heritage Area. Revisions to Plan.

- May 14, 1985 · City Council approves the West-Ingle Area Redevelopment Plan. Draft Plan proposals to introduce design guidelines and direct control (DC1) zoning in the Architectural Heritage Area, and to downzone RA8 properties along 124 Street to RA7, are deleted.

- Bylaw 9764 May 28, 1991* · In November of 1988, the City of Edmonton received a request from the 124 Street and Area Business Revitalization Zone Association, the Oliver Community League, the West-Ingle Community Development Association and the Groat Estate Community Association to extend the West-Ingle Area Redevelopment Plan to include the nine block area bounded by 107 Avenue, 124 Street, Stony Plain Road and 121 Street. In January of 1989, City Council directed the Planning and Development Department to undertake a Plan Amendment for the West-Ingle Area Redevelopment Plan to include this nine block area. The following meetings and opportunities for community input took place after this direction.

- March 1989 · A business questionnaire was mailed out and analyzed.

- April 1989 · An Open House was held for residents, business people and property owners to present information gathered to date, to discuss issues, and to develop resident and business contacts for this area.

- May 1990 · Final drafts West-Ingle Plan Amendment prepared.

- January 1991 - Feb. 11, 1991 · Public Open House to present final drafts West-Ingle Plan Amendment.

1.6 Issues

The following issues were identified by residents in submissions to City Council and the Public Affairs Committee during 1978 and 1979, in a Resident Survey conducted in the fall of 1982 and at Issues Workshop held in the winter of 1983. The issues were verified by the Planning Department during the plan preparation process.

1. Redevelopment Pressure

During the 1970's and early 1980's West-Ingle experienced pressure for redevelopment. Between January 1981 and May 1983 there were 136 development applications in West-Ingle. The greatest number of applications, 95, or 70% were for residential uses and approximately half of these were for redevelopment to higher density residential uses. The other half of residential development applications were for renovations.

Thirty-seven or 27% of the total number of development applications were for commercial development and the majority of these applications were for additions and renovations to businesses along 124 Street indicating the desire of 124 Street merchants to maintain and improve the businesses and shops located on this commercial strip.

2. Conservation of Housing with Historical Character

Most of the houses on 125 Street and 126 Street between 107 Avenue and 110 Avenue were constructed between 1912 and 1925 and have retained their original architectural character. Over the past five to seven years, property owners in this area have shown great interest in repairing and renovating these older homes and there is a need to ensure that future renovation and redevelopment that occurs will conserve the original architectural features and character of these homes.

3. Traffic Problems

West-Ingle is located close to the downtown, is bordered by major arterials and contains two commercial strips. It also has a number of institutional land uses including schools, a hospital and Senior Citizen housing projects. These factors contribute to cut-through traffic and on-street parking problems in the neighbourhood.

Three locations where an on-street parking problem has been identified have already been addressed and include; the residential streets adjacent

to the Alberta Health Care Building, the Charles Camshell Hospital and the YMCA.

i) Alberta Health Care Building

When an overspill parking problem was identified on the local streets adjacent to the Alberta Health Care Building, the Transportation Department sent Engineering Bulletins to residents affected by the overspill parking during December, 1983. The Bulletins requested resident input for a proposal to increase the area under parking restrictions. the response rate was low, 2 to 3%, however one parking modification was implemented. A sign has been placed on the north side of 117 Avenue, east of 130 Street, restricting on-street parking to two hours. If at some future time residents wish to have parking restrictions increased in this area, or other problem areas in West-Ingle, they can petition the Transportation Department. This process can be initiated by a resident living in the area affected by a parking problem or the West-Ingle Community Development Association.

Bylaw 14974, December 15, 2008

ii) *delete*

iii) YMCA

The YMCA at 12840 - 109 Avenue is not able to provide sufficient on-site parking for patrons and as a result there is an on-street parking problem on 129 Street particularly during the evening. Solutions to alleviate the parking problem are under review by the City Parks and Recreation Department and the YMCA. One solution under consideration is developing a parking lot on the adjacent Westmount Community League site in conjunction with plans for closing 109A Avenue.

4. Improving the Quality of Open Space

While the supply of park space in West-Ingle is sufficient, almost half of the neighbourhood park space is made up of the strip of City-owned land adjacent to the CN rail line extending the whole length of the eastern boundary of West-Ingle at approximately 121 Street. It is 36.5 metres (120 ft.) wide and consists of 6.9 hectares (17.1 acres) of land. At present active games are discouraged because of the adjacent rail line and consequently the green space is not as well used as it could be. This area was identified as the major Parks and Recreational concern by residents at Issues Workshops.

5. The Northwest and West Extension of the LRT

During the past five years, various alternative routes for the northwest and west extension of the LRT have been considered including a route along the CN line at 121 Street on the eastern boundary of West-Ingle and a route along 107 Avenue which is the southern boundary of the neighbourhood. Residents of West-Ingle have been concerned about the impact an LRT along these routes would have on their neighbourhood. The City's present Transportation Bylaw shows that the northwest LRT extension will be in the general area of 105 Street and the west extension will be located generally south of Stony Plain Road. The West-Ingle Plan therefore does not deal with this matter. The proposed northwest and west extensions of the LRT are presently based on a 10 to 20 year timeline.

Bylaw 9764, May 28, 1991

The following additional issues were identified during the extension to the West-Ingle Plan in 1989. The issues were verified by the Planning and Development Department during the Plan preparation process.

6. Some Discretionary Uses in the Land Use Bylaw Would Not Support the "Shopping Street" Character Desired for 124 Street

Certain discretionary uses, which include automotive equipment and repair shops, automotive sales and rentals, and drive-in food services, are of a nature which generate excessive traffic and parking problems and tend to break up the pedestrian orientation of the shops and of the street. In order to encourage the 'shopping street' character that is developing along 124 Street south of 111 Avenue, applications for discretionary uses that include these types of discretionary uses will be discouraged by the Development Officer.

7. The Need for Continuity of Commercial Policies for 124 Street

The 124 Street shopping area extends from Jasper Avenue to 110 Avenue and is governed by three Plans: the Oliver Area Redevelopment Plan, the West-Ingle Area Redevelopment Plan and the Groat Estate Implementation Plan. At this time, the commercial policies for 124 Street for these three plans are inconsistent and should be revised to provide a more consistent policy approach for this important street. The commercial policies for the Groat Estate Implementation Plan should be reviewed to determine whether there would be consistency with the West-Ingle Area Redevelopment Plan

8. Underutilized Parking Facilities for Commercial Uses Along 124 Street

The response to the March, 1989 questionnaire to the business community suggested that there is a parking problem in the area bounded by 124 Street, 107 Avenue, 121 Street and Stony Plain Road. The major concern for parking in this area came from the properties along 124 Street where 85% of the respondents identified parking facilities as being inadequate for their immediate area. In response to the questionnaire, the Transportation Planning Branch monitored and prepared a parking study for 124 Street. The results of the study pointed out that the existing parking facilities were adequate but customers tended to avoid the metered parking and the customer parking behind the stores. Various methods of increasing public awareness of the availability of parking need to be studied.

9. Lack of Park Facilities and Poor Access to Existing Park Facilities

During the public Open House held in April of 1989, concerns were expressed by residents within the study area regarding the absence of park facilities within the area and the poor access to existing park facilities outside the area. The Parks and Recreation Department has reviewed the concerns of the residents and has determined that there is no available property for park development, furthermore, there is a park within walking distance from the residential portion of the study area. This park, known as Grad Park, starts at 108 Avenue and continues northward along the railway tracks to 118 Avenue. However, the closest access to Grad Park from the Study area is across 107 Avenue at 122 Street. This intersection is quite busy and not a controlled intersection, making it difficult for pedestrians to cross. A traffic study was undertaken in the Spring of 1989 for the area which concluded that the results did not justify a pedestrian activated signal crosswalk or a crosswalk with a pedestrian flasher, but would justify a marked intersection with pedestrian signage. In addition to the marked intersection, Parks and Recreation requested that the park be extended south of 108 Avenue to the commercial property abutting 107 Avenue, hereby increasing the size of the park and bringing it closer to the residents south of 107 Avenue.

10. Suitability of Properties Designated for Commercial or Industrial Development within the Study Area for Future Medium or High Density Residential Development

With a falling vacancy rate, lower land prices in the Study Area, the redevelopment of the CN lands and the glut of commercial and industrial land in the City, the area bounded by 106 Avenue, 123 Street, 105 Avenue and 121 Street has the potential for medium and high density residential development. Redistricting

of these properties for residential development should be reviewed by the Planning and Development Department on an individual basis based on the merits of the application. This review would include the impact of residential development on the local roadway, water and sewer networks, the compatibility of the development to existing land uses, whether additional amenity area is required and whether the development is family oriented. This approach would ensure that residential development would be in an orderly fashion.

11. The Suitability of the City-owned 121 Street Road Right-of-Way Presently Used by Canadian National Railway for New Uses if Canadian National Railway Decides to Abandon its Tracks

With the removal of the downtown rail yards, the Canadian National Railway tracks on the 121 Street road right-of-way are being used as a local freight service branch line on a minimal basis, which may discontinue in the near future. This right-of-way has the potential for a variety of future land uses and a committee of the Planning and Development Department, the Transportation Department and Parks and Recreation Department will be established to review various options once the right-of-way is declared surplus.

PART II PLAN CONCEPTS AND POLICIES

- Introduction
- Interpreting the Policies
- Plan Concept
- Conformity with General Municipal Plan
- Plan Policies

Introduction

This section presents policies to guide future development and improvements in West-Ingle. The policies, together, comprise a proposed development concept for the neighbourhood.

Bylaw 9746 May 28, 1991

Policies 1-12 deal with residential land use. Policies 13-18 cover traffic and parking management. Policies 19-21 outline proposals for minor parks improvements. Policies 22 to 25 deal with improvements to commercial areas. Policy 26 sets out guidelines for the future expansion of the Charles Camsell Hospital. Policy 27 describes minor adjustments in districting, required so that districting more accurately reflects existing land use.

Interpreting the Policies

Statements following the title “Policy” shall be deemed the policy of Council with respect to all matters relating to the West-Ingle Plan Area.

Statements following the title “Explanation” are interpretations of the above mentioned policies and are to assist Council or any of its delegated approving authorities or officers in rendering a decision on matters arising from the implementation or enforcement of the policies.

Plan Concept

Bylaw 9746 May 28, 1991

The plan concept for West-Ingle is shown on Map 2. Overall, the plan proposed to maintain the low density residential and historical character of the neighbourhood. The RF1 single family districting is retained in the southwest portion of the neighbourhood. The area generally bounded by the lanes west of 124 Street and west of 127 Street, and by 107 and 111 Avenues is designated as Architectural Heritage Area. Small-scale infill housing (duplexes, threeplexes and fourplexes) and new single detached homes on resubdivided 25' lots are encouraged throughout the rest of the neighbourhood with the exception of existing apartment areas. An additional area bounded by 106 Avenue, 123 Street, 105 Avenue and 121 Street is suitable for residential development particularly for medium or high density development.

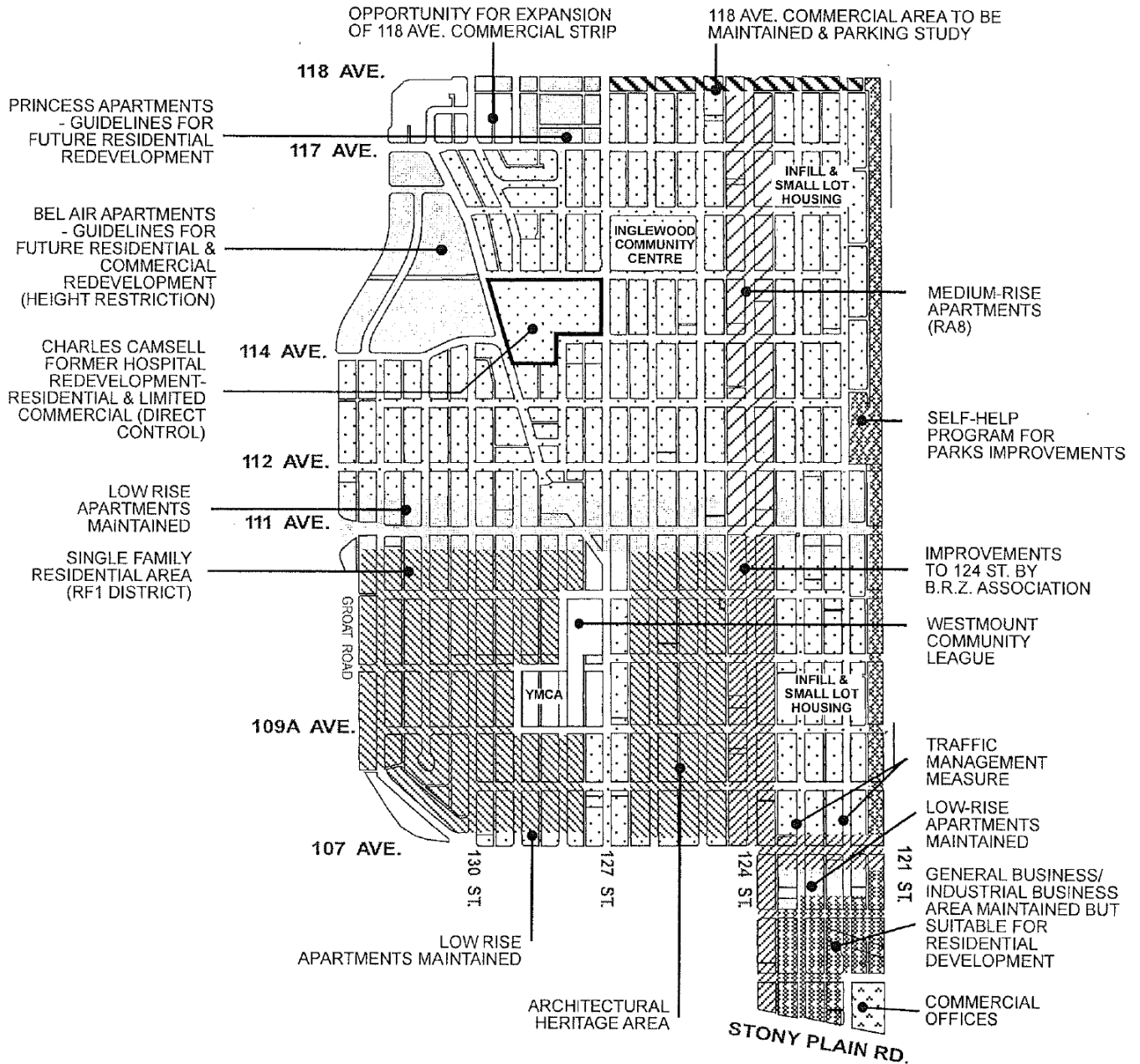
On the large Bel Air Apartments site, the Plan recommends that future development not exceed the current permitted density of RA7(Low Rise Apartment) District. Buildings on the periphery of the site should be oriented to the street and sensitive in design and height to surrounding single-detached housing.

The Plan makes no changes to commercial districting along 124 Street but supports the efforts of the 124 Street Merchants' Association to



MAP 2 - PLAN CONCEPT WEST-INGLE

Bylaw 15618, December 13, 2010



improve the appearance of the strip. The RA8(Medium Rise Apartment) District is retained along 124 Street.

Bylaw 9764 May 28, 1991

Finally, to improve the general quality of West-Ingle's residential environment, the Plan calls for traffic management schemes on 122 and 123 Streets and the limited improvement of the open space along the CN railway line south of 111 Avenue through a neighbourhood self help program. The Grad Park Buffer strip will be extended southward from 108 Avenue to the northern boundary of the commercial property abutting 107 Avenue.

Conformity with the General Municipal Plan.

Bylaw 9764 May 28, 1991

The General Municipal Plan, adopted by City Council in November of 1990, sets out growth strategy, objectives and broad policies to direct future development in the City of Edmonton. As such, it provides the policy framework for the West-Ingle Area Redevelopment Plan.

West-Ingle is identified as an inner city neighbourhood in the General Municipal Plan. The West-Ingle Plan seeks to protect low density residential areas and promotes small scale infill redevelopment and small lot housing. This is in accordance with General Municipal Plan Objective 1.B. to maintain, renew, or revitalize, as appropriate, the inner city communities.

The West-Ingle Plan establishes an Architectural Heritage Area and provides architectural guidelines for renovation and redevelopment in accordance with Objective 5.C of the General Municipal Plan to preserve buildings, sites and areas which have special character, cultural or historical significance.

The West-Ingle Plan establishes limits to commercial strip development along 124 Street, 118 Avenue and 107 Avenue in accordance with Objective 3.D. of the General Municipal Plan to maintain and improve older retail strips while mitigating negative impacts on adjacent neighbourhoods. The West-Ingle Plan also promotes improvements to the appearance of the 124 Street commercial strip in accordance with General Municipal Plan policies 3.D.1, 3.D.2 and 3.D.3.

The West-Ingle Plan proposes a traffic management measure in accordance with General Municipal Plan Objective 7.A to provide transportation and utility systems which support and enhance the City's development needs. The West-Ingle Plan minimizes the impact of transportation on the community in accordance with General Municipal Plan Policy 7.A.2.

RESIDENTIAL POLICIES

Policy 1 – Architectural Heritage Area

Bylaw 11421 February 10, 1997

The portion of West-Ingle between 107 Avenue and 111 Avenue, the lane west of 124 Street and the lane east of 127 Street will be known as an Architectural Heritage Area and be districted DC1 (Direct Control) District. Property owners in this area are encouraged to renovate or rebuild in the architectural styles which characterised West-Ingle between 1912 and 1925, and existing streetscapes will be maintained to reflect the area's original;

Explanation

Bylaw 9764 May 28, 1991

It is the intent of this policy to conserve the unique architectural heritage of West-Ingle. This is in accordance with General Municipal Plan Objective 5.C. to preserve buildings, sites, and areas which have special character, cultural or historical significance.

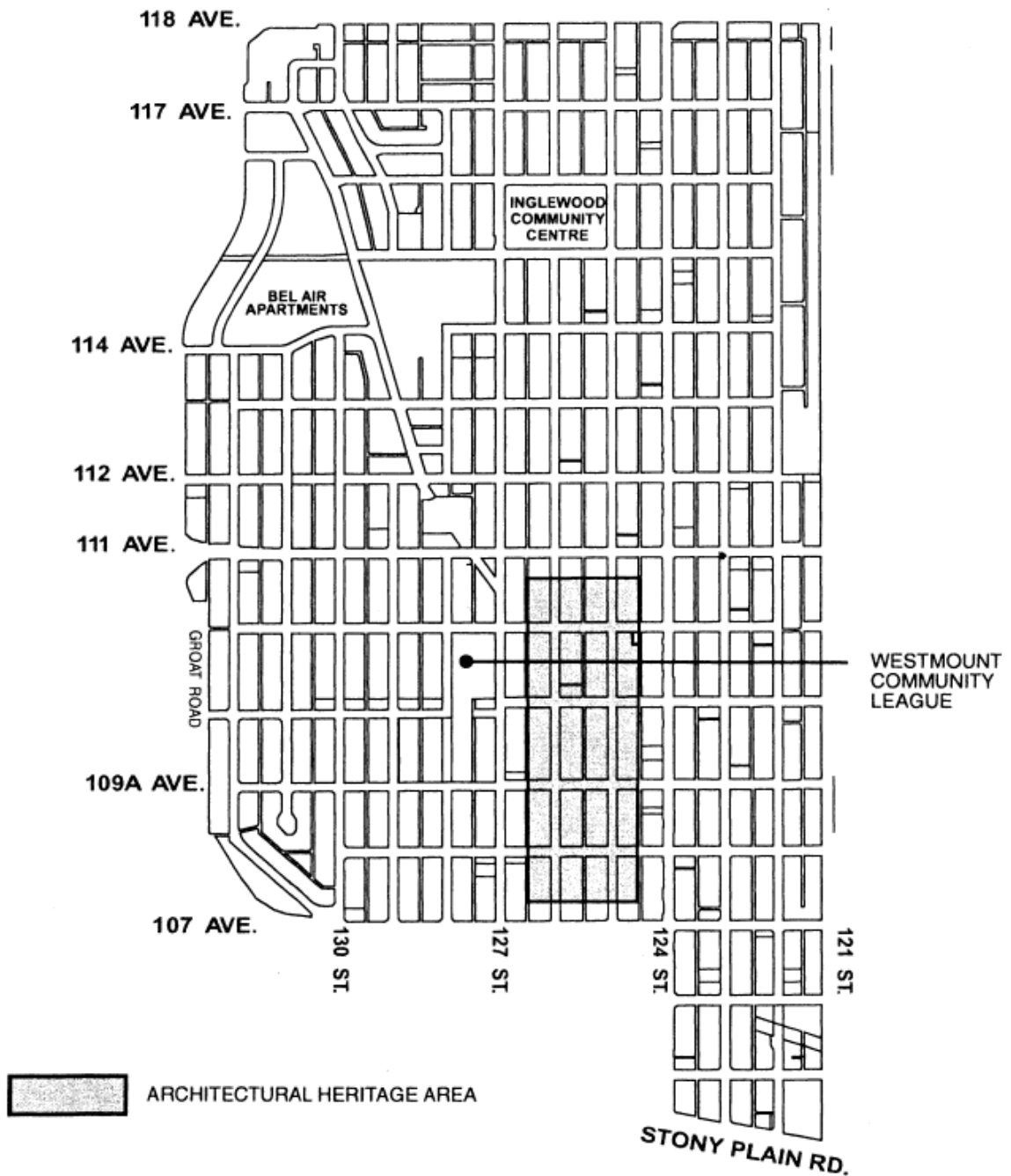
The Architectural Heritage Area in West-Ingle is defined by the high concentration of architecturally significant homes, by the age of these homes (almost all dating between 1912 and 1925) and the history of subdivision. The area of West-Ingle that is east of 127 Street was subdivided and incorporated into the city of Edmonton in 1904 and thus the character of this area differs from the newer area of West-Ingle west of 127 Street.

Examples of
Architecturally
Significant Homes



MAP 3 - ARCHITECTURAL HERITAGE AREA WEST-INGLE

Bylaw 14974, December 15, 2008



Most of the homes in the Architectural Heritage Area have retained their original architectural style, details, materials and craftsmanship and in this way contribute to the distinctive residential character of West-Ingle. The individual architectural merit of some homes in West-Ingle becomes more important when view in the context of the street and the neighbourhood and are collectively an asset to the City as a whole. Older buildings are increasingly being recognized as an undervalued asset. Sensitive rehabilitation can result in increased property values and help prevent neighbourhood decline. A detailed history of the Inglewood and Westmount neighbourhoods compiled by residents is contained in the Appendix.

Bylaw 11421 February 10, 1997

The uses allowed for under the DC1 (Direct Control) District will be the same as those allowed for under the RF1 (Single Detached Residential) District (Section 110 of the Land Use Bylaw). The DC 1 District contains development criteria for the maintenance of the area's existing streetscape and through architectural guidelines encourages property owners to renovate or rebuild using the architectural styles which characterised the area's original homes.

Policy 2- Register of Heritage Buildings

The Administration will:

i) submit a list of West-Ingle heritage homes to be added to the Edmonton Register of Heritage Buildings.

ii) prepare a Heritage Renovation Brochure for the information of the owners of heritage homes which describes how to renovate in order to maintain the historical character of the home.

Explanation

Older homes in West-Ingle that have retained their original architectural characteristics are described as heritage homes and will be added to the City of Edmonton Register of Heritage Buildings maintained by the Edmonton Historical Board. West-Ingle homes that will be on the Register of Heritage Buildings are listed in the Appendix and shown on Map 4.

The purpose of the Register is to identify significant remaining heritage resources in Edmonton. Once West-Ingle heritage homes are added to the Registry, owners of these homes will receive a Heritage Renovation Brochure to be prepared by the Planning and Development Department. The purpose of the Heritage Renovation Brochure is to provide advice to property owners on the methods and materials to be used in West-Ingle in order to maintain the architectural style that characterized the neighbourhood in the 1912 to 1925 period. Figure 1 provides an example of the guidelines that might be included in the brochure.



MAP 4 - HERITAGE HOMES WEST-INGLE

Bylaw 14974, December 15, 2008

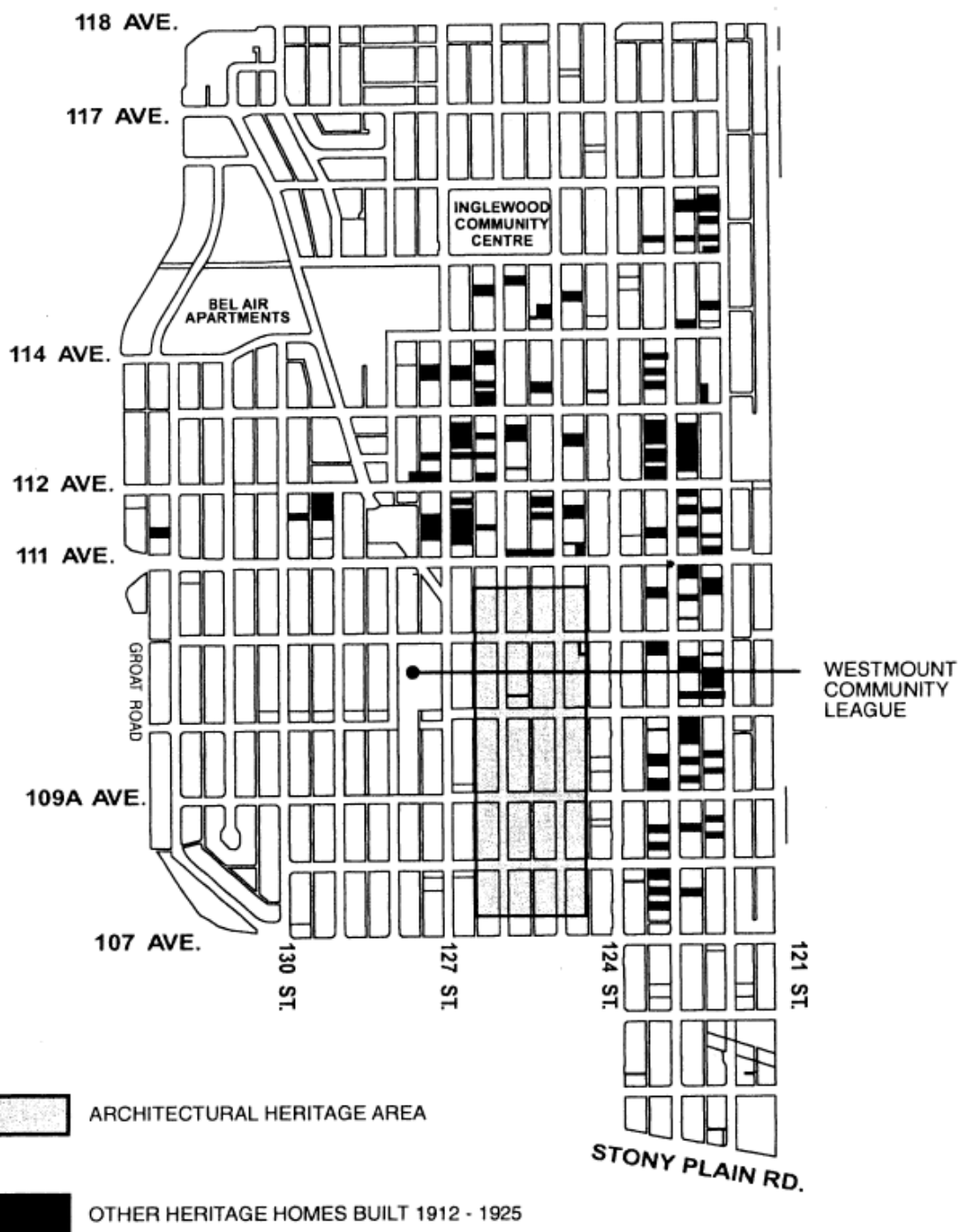


FIG. 1 GUIDELINES FOR RENOVATION
AND REDEVELOPMENT



In 1983, the Edmonton Historical Board selected West-Ingle for a neighbourhood heritage evaluation because it contains approximately 600 homes that were built before 1940, with about 300 dating between 1912 and 1925.

Older West-Ingle homes (those dating between 1912 and 1925) have been evaluated according to a Neighbourhood Heritage Evaluation check List” developed by the Edmonton Historical Board. These houses were evaluated according to the presence of the following architectural features contained in the checklist; two to two and a half storey height with a “tall and narrow” proportion, front facing dormers, narrow clapboard siding, or shingles, multi-paned vertical windows and porches which extend the whole front of the building. Single storey bungalows with a small verandah on half the front are also a popular historical style in West-Ingle. These bungalows share the characteristics of wood shingles, narrow clapboard siding, and vertical multi-paned windows.

Policy 3 – Historic Street Names

The introduction of historic street names in the Architectural Heritage area of West-Ingle in accordance with City policy will be supported. Materials and installation are to be funded by residents.

Explanation

A petition conducted in April 1984 by the West-Ingle Community Development Association indicated that the majority of residents in the Architectural Heritage Area supported the re-introduction of historic street names in this portion of West-Ingle and were willing to pay for new signs. The petition proposed that the historic names be added to the existing sign posts (i.e. the present street numbering system would be maintained) and that the cost for materials and installation (estimated at \$7-10 per household) was to be borne by residents.

MAP 5 – HISTORIC STREET NAMES IN THE ARCHITECTURAL HERITAGE AREA

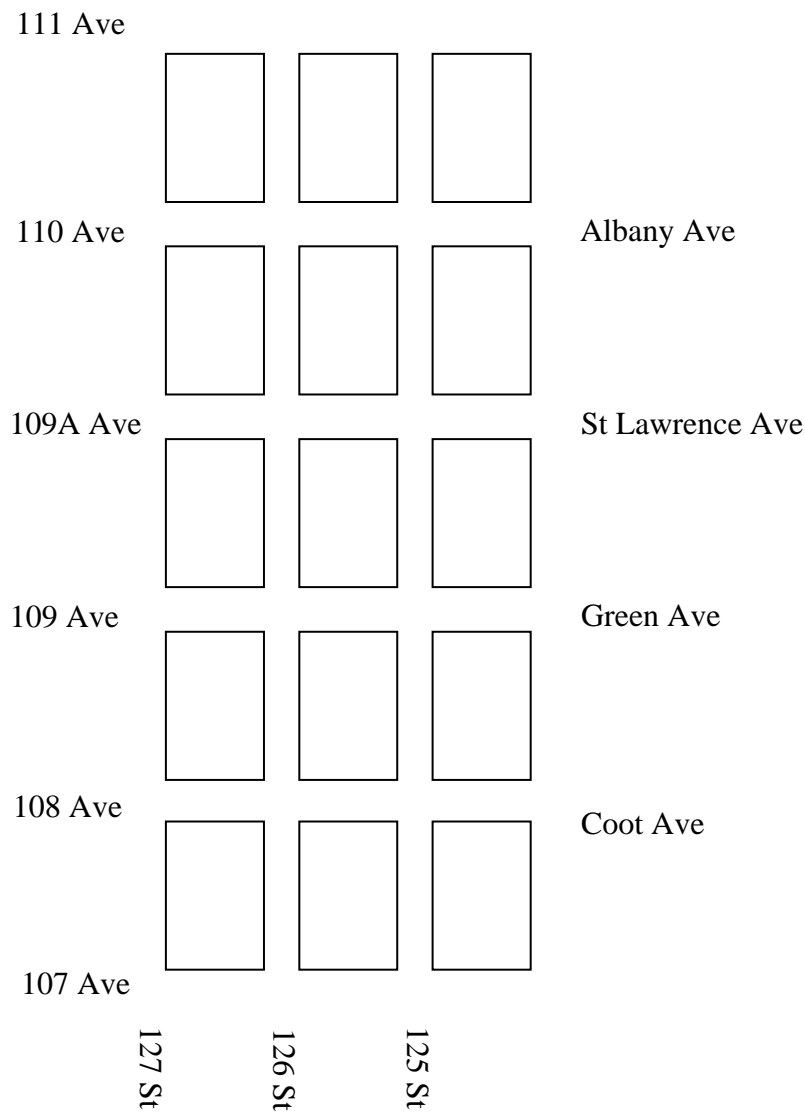
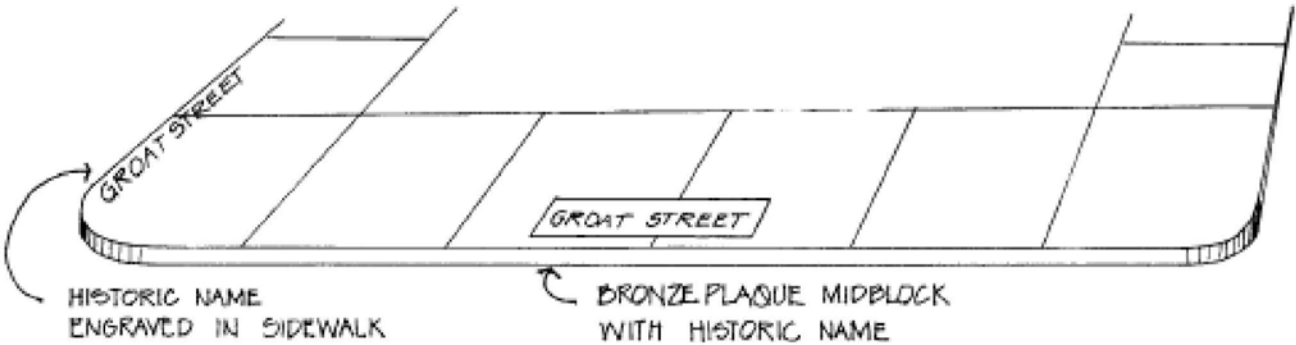


FIGURE 2
APPROPRIATE LOCATIONS
FOR HISTORICAL STREET NAMES



Present City policy does not support the addition of historic street names to the existing sign posts. This policy is a result of the Civic Emergency Departments' views that confusion concerning street identity could arise during an emergency, both in communicating the correct address and in finding the location by the Emergency Department concerned.

The Civic Emergency Departments do however, support the introduction of historic street names if they are kept a distance from, or are made very different from, the existing numbered street signs. Alternative locations include locating brass plaques mid-block in the sidewalk, or engraving the historic names in the sidewalks at street corners as shown in Figure 2.

The Edmonton Historical Board gave their unanimous support to the proposal to re-introduce historic street names in West-Ingle at their meeting on February 23, 1984. This proposal in conjunction with the design guidelines, would enhance the special character of the Architectural Heritage Area.

The historic street names in the Architectural Heritage Area are listed below and shown on Map 5 as follows:

125 Street - St. Catherine Street
126 Street - Groat Street
108 Avenue - Coot Avenue
109 Avenue - Green Avenue
109A Avenue - St. Lawrence Avenue
110 Avenue - Albany Avenue

The original names of other streets and avenues in West-Ingle are listed in the Appendix.

Policy 4 - Infill Housing

The Administration will encourage small scale, infill housing which reflects the character of surrounding older homes in those areas of West-Ingle districted for RF3(Low Density Redevelopment) District Section 140 in the Land Use Bylaw). Infill housing that would be encouraged includes discretionary uses such as threeplexes, and row housing up to four units.

Explanation

The portion of West-Ingle shown on Map 6 is designated as a RF3(Low Density Redevelopment) District zone. Single detached houses and side by side duplexes are permitted uses in this district. Up/down duplexes in certain location, threeplexes, row and apartment housing containing up to 4 units are discretionary uses and may be approved at the discretion of the Development Officer, subject to the right of appeal. Sketches of small scale infill housing which are discretionary uses are shown in Figure 3.

MAP 6 - LOW DENSITY REDEVELOPMENT DISTRICT - INFILL HOUSING

Bylaw 14974, December 15, 2008

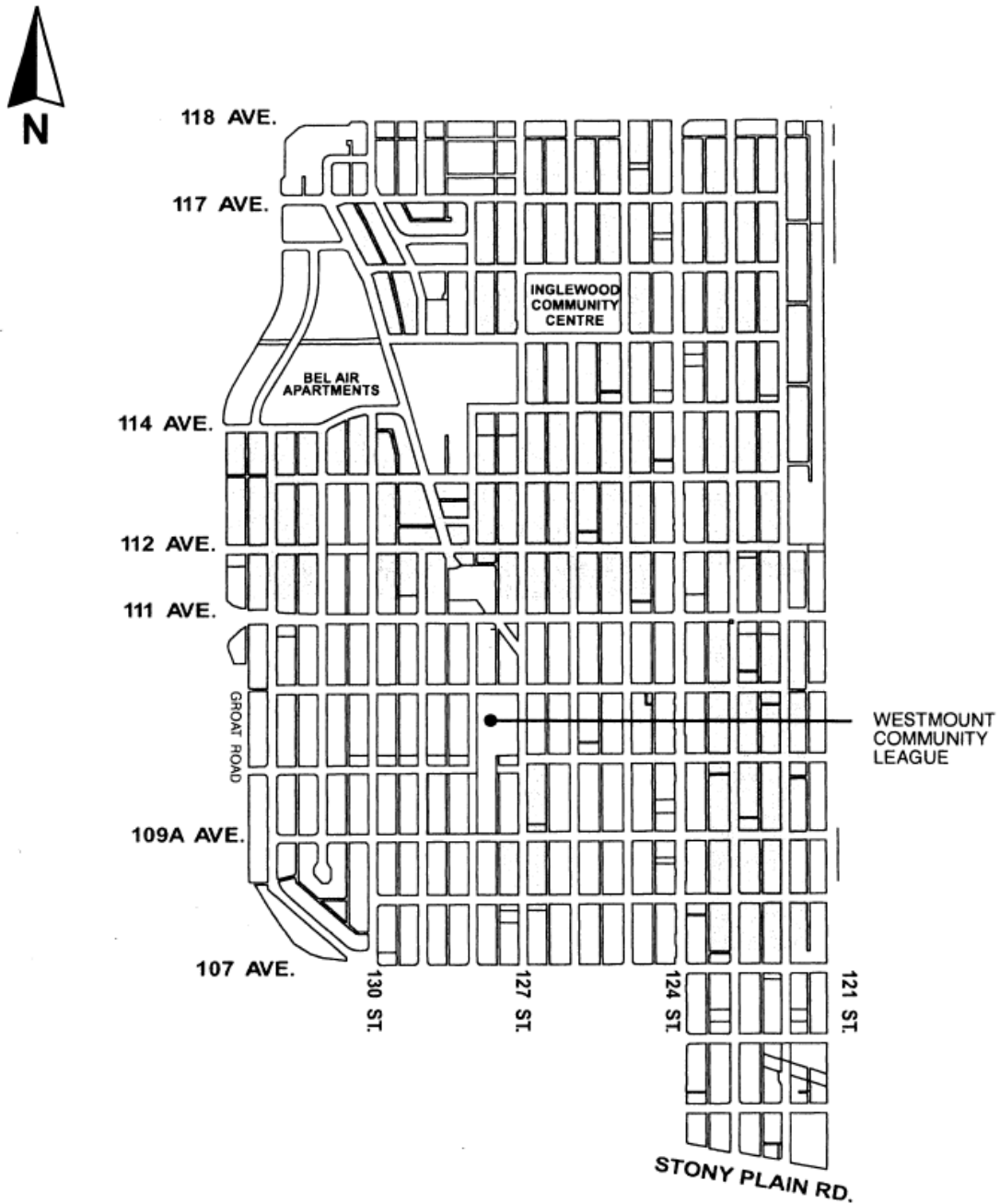
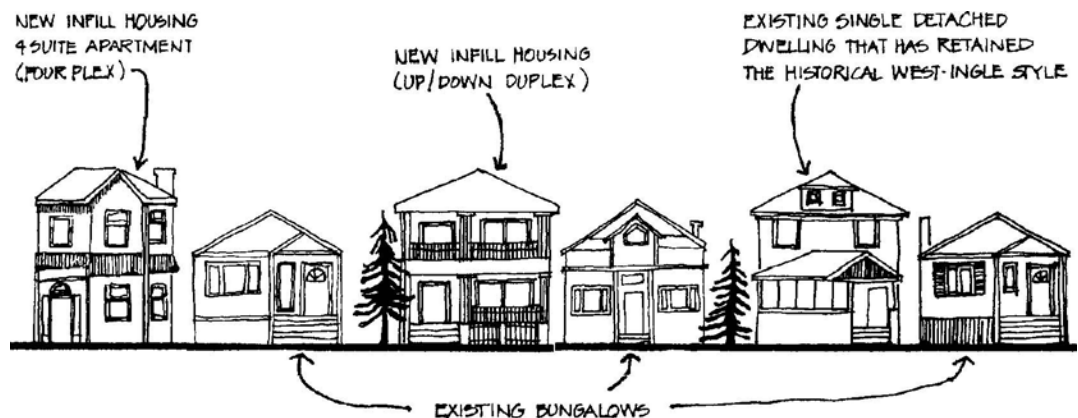


FIGURE 3
EXAMPLES OF SMALL SCALE
INFILL HOUSING



Applications to redistrict to the RF3(Low Density Redevelopment) District will be favourably reviewed in the area generally enclosed by 118 Avenue and the north, 129 Street on the east, 117 Avenue on the south and the Alberta Health Care Building on the west which is presently districted as RF4(Semi-detached Residential) District. Residential development here is similar in scale and character to the adjacent RF3(Low Density Redevelopment) District and the infill housing encouraged by this policy would be appropriate in this location.

Bylaw 9764 May 28, 1991

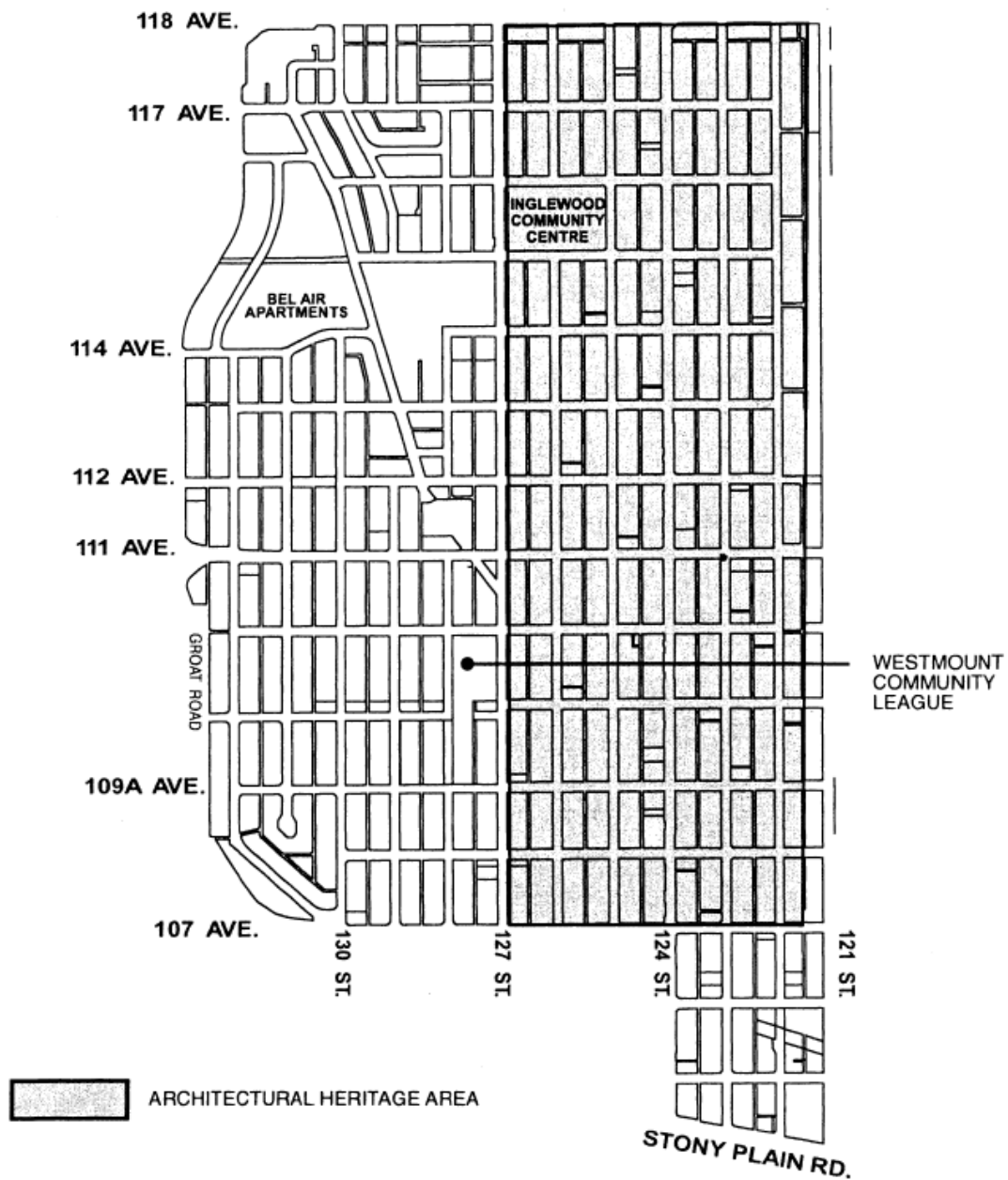
The General Municipal Plan encourages small scale infill housing in older residential neighbourhoods in an effort to provide variety in housing form and encourage rejuvenation of the neighbourhoods (Policies 1.B.2 and 1.B.4). By encouraging infill housing this plan policy reinforces the trend to renovation and small scale redevelopment which is presently occurring in West-Ingle. Infill housing provides the opportunity for the development of more family-oriented units in West-Ingle and this may help slow the decline of school enrolments by encouraging families with children to remain in or move to West-Ingle.

Residential redevelopment is supported by the Federal Residential Rehabilitation Assistance Program (R.R.A.P.), which provides funding for home repairs and upgrading to qualified property owners located in the area bounded by 118 Avenue on the north, 107 Avenue on the south, 127 Street on the west and 121 Street on the east. The area designated for the R.R.A.P. program is shown on Map 7.



MAP 7 - RESIDENTIAL REHABILITATION ASSISTANCE PROGRAM (RRAP) WEST-INGLE

Bylaw 14974, December 15, 2008



Policy 5 – Small Lot Housing

The Administration will assist property owners in applications for the subdivision of lots to a minimum width of approximately 25 feet and in applying for development applications for “small lot” housing in those areas of West-Ingle districted as a RF3(Low Density Redevelopment) District.

Explanation

The intent of this policy is to provide an opportunity for the subdivision of 49 or 50 foot lots into two lots with a minimum width of approximately 25 feet and the development of a single detached house on each new lot. It should be noted that 33 foot lots do not have enough width to be subdivided. The development of small lot housing in older residential neighbourhoods in Edmonton is somewhat innovative and therefore the Administration will assist property owners in the procedures for obtaining subdivision and development applications for small lot housing. Small lot housing will be encouraged in areas designated as a RF3(Low Density Redevelopment) District which are shown on Map 8.

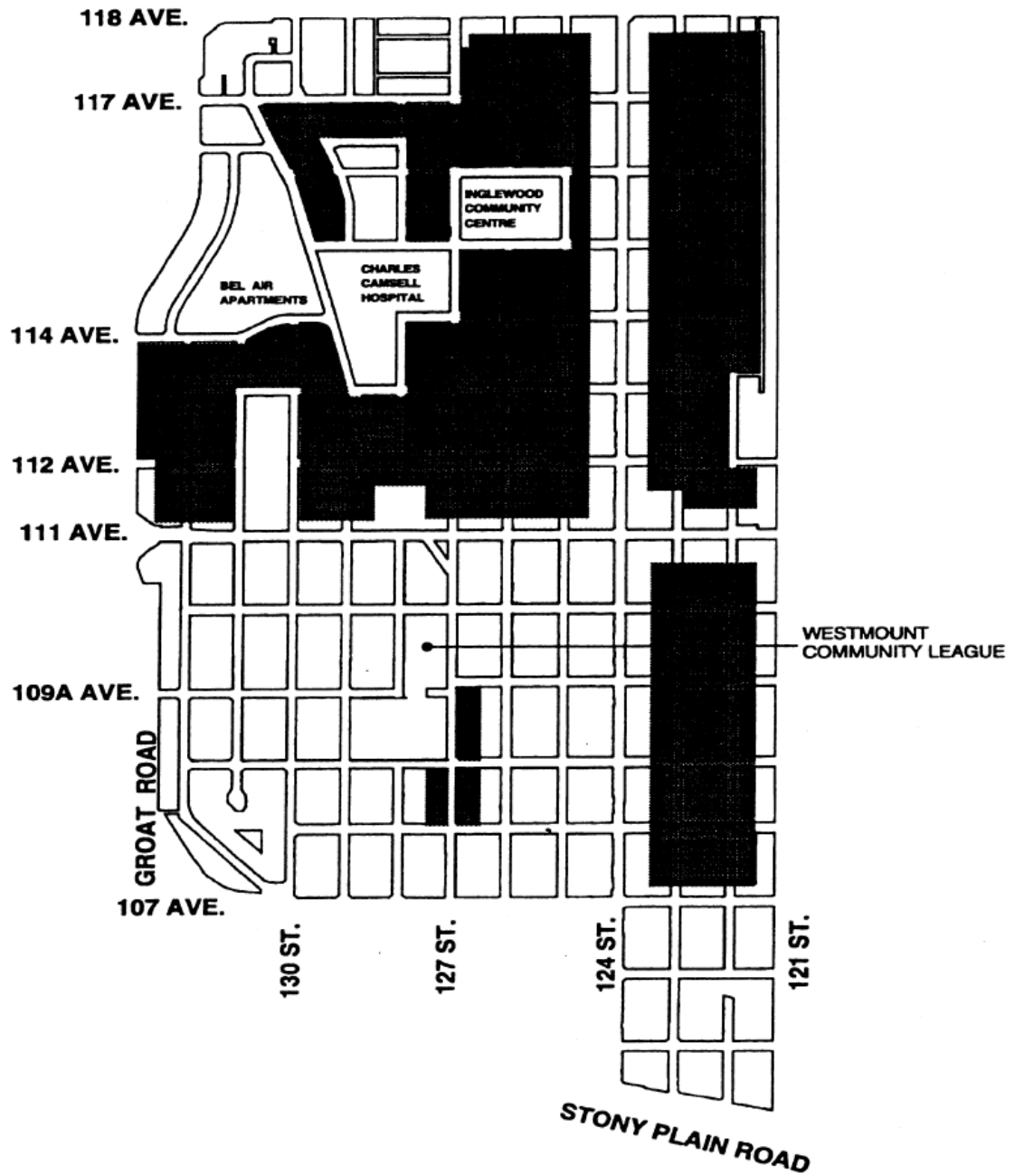
Small lot housing provides for economically viable redevelopment while maintaining the low density character of West-Ingle. There is potential for small lot housing in West-Ingle because the majority of residential lots are 49 to 50 feet wide and could be subdivided.

The benefits of small lot housing in West-Ingle include affordability and encouraging families with children to locate in the neighbourhood. Two single detached houses on narrow lots may be a somewhat more affordable alternative to a single detached house on a 50 foot lot, yet this would still provide the desirable single detached housing form. Affordable, single detached housing may encourage families with children to move to, or remain in West-Ingle, increasing neighbourhood stability and helping to slow declining school enrolments.

Small lot housing will be encouraged which reflects the older character of West-Ingle housing. small lot housing should be developed according to the following principles in order to maintain development standards. The Administration will encourage the setback or front yard of single detached homes built on small lots to be even with the setback of existing houses on the street in order to maintain the present character of the street. There will be

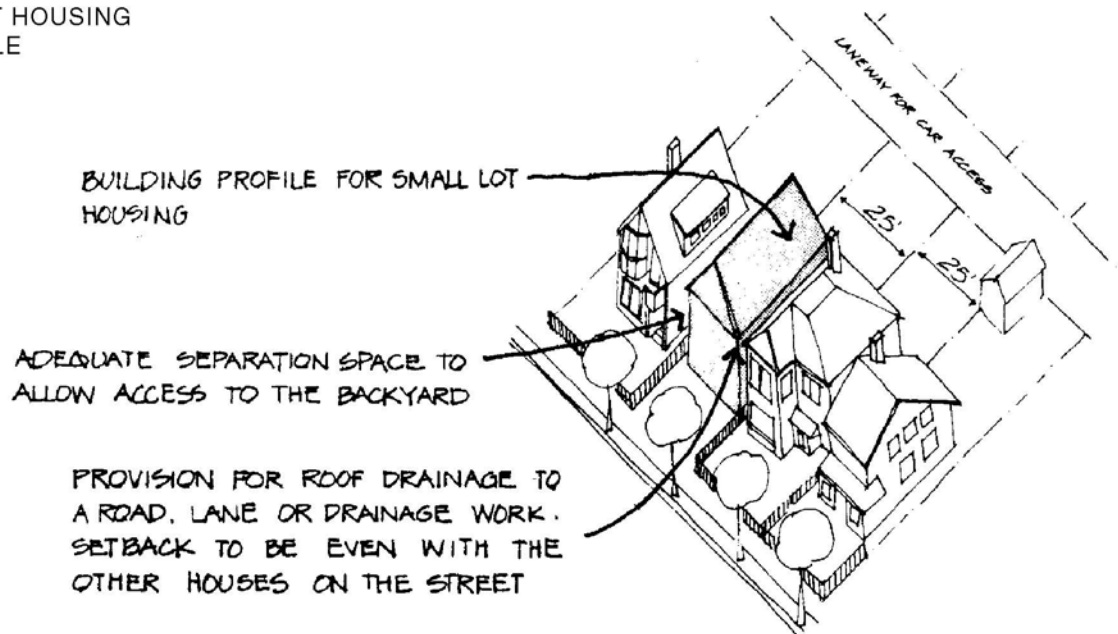
**MAP 8 – LOW DENSITY REDEVELOPMENT DISTRICT–SMALL LOT HOUSING
WEST-INGLE**

Bylaw 14974, December 15, 2008



flexibility in the width of side yards required and all side yard space can be provided on one side of the dwelling. It may be possible for all side yard space to be provided on one side of the dwelling in which case separation space will be adequate to ensure access to the back yard from the front yard without having to go through the dwelling. Where there is no side yard on one side a maintenance easement would have to be negotiated with the owner of the adjacent lot. Roof drainage shall be directed away from buildings and to a public roadway, including a lane,

FIGURE 4
SMALL LOT HOUSING
WEST-INGLE



or to a drainage work to ensure that rain water run off from roofs does not flow too close to adjacent houses. Figure 4 shows how small lot housing could work in West-Ingle.

**Policy 6 –
Redevelopment Guidelines
for the Bel Air Apartments**

Should redevelopment of the Bel Air Apartments site adjacent to Groat Road at 114 Avenue occur, a comprehensive proposal will be encouraged under a Direct Control district which meets the following guidelines:

- i) development should remain residential but may include small-scale commercial uses such as neighbourhood convenience stores, personal service shops and small offices which are designed as an integral component of a residential building;**
- ii) the overall density should not exceed the maximum density of 125 dwellings/hectare (50.6 dwellings/acre) which is equivalent to the Low-Rise Apartment District of RA7;**
- iii) there should be a transition downward in density and height from the centre of the site to the extreme perimeter, with taller apartment buildings in the centre of the site and a maximum height of four storeys adjacent to 117 Avenue, St. Albert Trail and 114 Avenue;**
- iv) with the exception of apartment buildings directly adjacent to Groat Road, buildings on the periphery of the sit should be oriented to the street and sensitive in design to surrounding single-detached housing;**
- v) a minimum of 25 percent of the dwelling units should be ground-related, family oriented units;**
- vi) a public roadway through the site should be retained;**
- vii) a small park for a children’s playground and passive recreation should be provided for the use of residents of the Bel Air site;**
- viii) mature trees along Groat Road, St. Albert Trail, 117 Avenue and 114 avenue should be retained;**
- ix) development should be designed with a view to crime prevention, and;**
- x) large surface parking areas should be avoided.**

Explanation

The Bel Air Apartments site is shown on Map 9.

The guidelines contained in this policy are only applicable if the entire Bel Air site is redeveloped. Infill development could be built in accordance with the existing RA7 District.

Major commercial development on this site would be incompatible with the neighbourhood and jeopardize the prospects for revitalizing Westmount shopping centre. Commercial development would not be desirable along Groat Road from the point of view of access problems. It would also establish an undesirable precedent for strip development.

An application to redistrict the northern parcel of the Bel Air apartment site (bounded by 116 and 117 Avenues, Groat Road and St. Albert Trail) from RA7 to RA9 was made in July 1982. The proposal was not supported by the West-Ingle Community Development Association nor the Planning and Development Department or Municipal Planning Commission because of scale and traffic impacts, and the possible precedent it might have set for redevelopment of the southern parcels of land. City council referred the proposal to the Administration for further discussion between the developer and the community. The property went into receivership soon after and the application was dropped.

Guideline (ii), (iv), and (vi) seek to ensure that future development is compatible with the surrounding residential areas and integrated with the neighbourhood. An isolated, inward-looking mega-project would not be physically or socially desirable. The desired cross section in built form is shown in Figure 5. The public roadway through the site could be realigned but it should be retained.

The Bel Air Apartments currently include over 445 2-bedroom units. Ninety-eight of the approximately 250 students attending Inglewood Elementary School in 1983 lived in the Bel Air apartments. Guideline (v) is proposed to ensure that future development contributes to the maintenance of enrolment levels in the neighbourhood schools.

Redevelopment of the Bel Air site could result in a potential population increase of 1,090 persons, placing the West-Ingle neighbourhood in a park space deficiency. Guideline (vii) therefore suggests that a small on-site park be provided by the developer to meet the needs of the Bel Air residents.

Guideline (ix) suggests that “defensible space principles” should be followed in the design of any new development on the Bel Air site. This means giving special attention to lighting and opportunities for public surveillance of paths, playgrounds and parking lots.

Large surface parking areas should be avoided as expanses of asphalt for parking are not attractive either to residents or neighbouring properties (Guideline x). The existing smaller parking lots are satisfactory and could be retained in redevelopment.

MAP 9 - BEL AIR AND PRINCESS APARTMENT SITES WEST-INGLE

Bylaw 14974, December 15, 2008

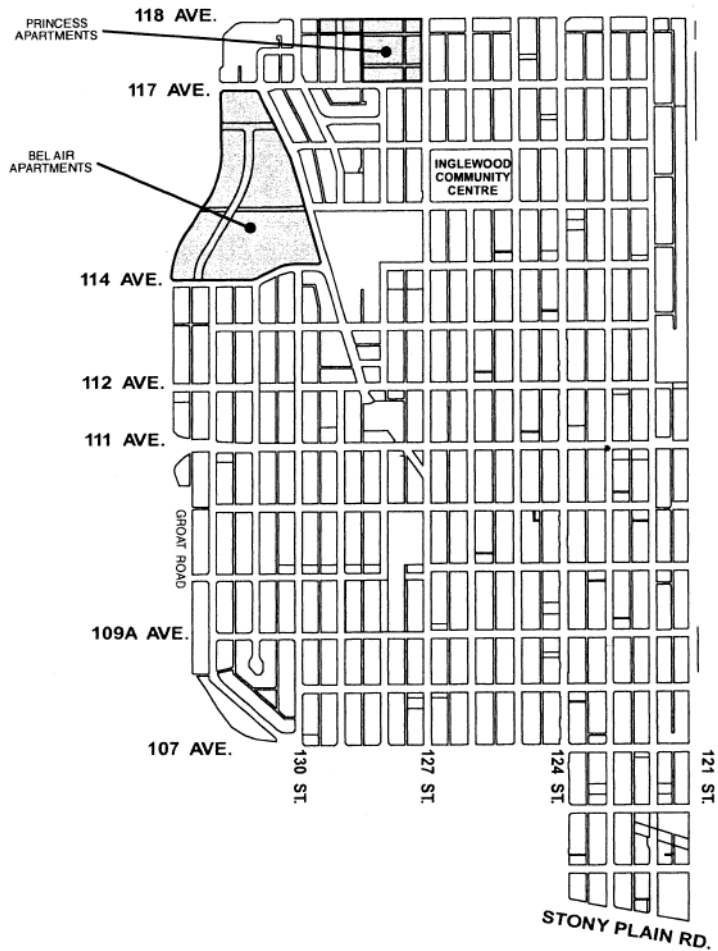
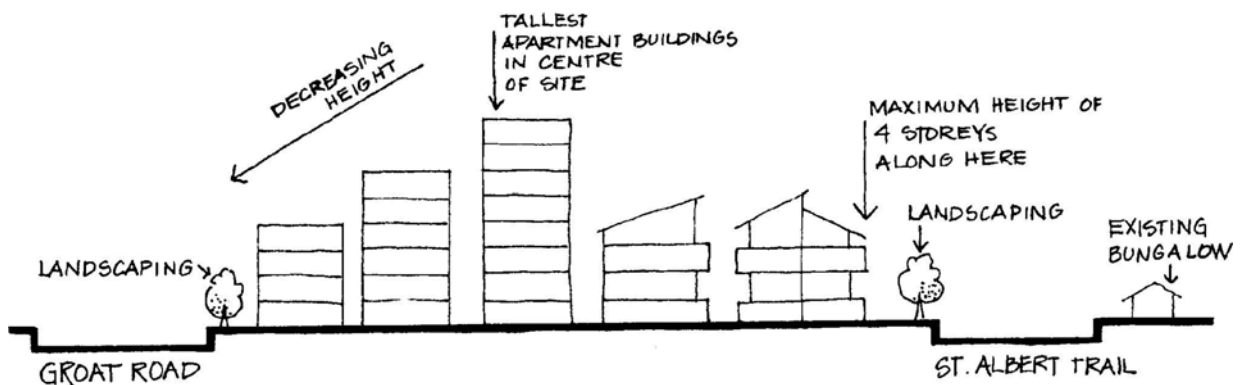


FIGURE 5
CROSS SECTION OF TRANSITION
IN BUILT FORM



**Policy 7 -
Redevelopment Guidelines
for the Princess Apartments**

Should redevelopment of the Princess Apartments site occur, a comprehensive proposal will be encouraged under a Direct Control District which meets the following guidelines:

- i) development should remain residential but may include commercial uses along 118 Avenue;**
- ii) commercial uses and associated parking should not extend south of 117B Avenue; iii) commercial buildings along 118 Avenue should not exceed a height of three storeys;**
- iv) residential development along 117 Avenue and 127 Street should be oriented to the street, sensitive in design to the surrounding single-detached housing, and not exceed a height of four storeys.**

Explanation

The Princess Apartments site (approximately 2.87 hectares or 7.08 acres in total) is bounded by 118 Avenue on the north, 127 Street on the east, and 117 Avenue on the south. The western boundary runs from 117 Avenue along the lane east of 129 Street up to 117B Avenue, then west along 117B Avenue to the lane east of 130 Street, and finally north along the lane to 118 Avenue. The apartment site is shown on Map 9.

**PRINCESS APARTMENTS
12707-118 Avenue**

There are currently 15 older apartment buildings on the site containing approximately 178 dwelling units. The buildings are 2 1/2 storeys in height, of stucco-wood frame construction, and in fair condition. Some of the buildings along 118 Avenue are boarded up.

The existing districting is RA7(Low Rise Apartment) District.

Guidelines (i), (ii), and (iii) recognize the appropriateness of commercial development along 118 Avenue but protect the neighbourhood from commercial intrusion and impacts.

Guideline (iv) seeks to ensure that new development on the site is compatible and integrated with the surrounding residential development.

Policy 8

Senior Citizen Housing

Future Senior Citizen's housing projects built in low density areas of West-Ingle should be of a smaller scale than existing Senior Citizen projects and should be sympathetic to surrounding residential development in architectural style, colour and materials.

Explanation

West-Ingle continues to be a desirable and convenient place to live for senior citizens. This is because of the character and amenities in the neighbourhood, the tree lined streets with older homes, parks, community facilities and its location close to the downtown, bus routes and shopping.

New Senior Citizen facilities proposed outside areas designated for medium or high rise apartments (RA8, RA9) should be small scale, that is not exceeding four storeys in height, in order to be compatible with the overall low rise, low density character of West-Ingle. Examples of the desired smaller scale Senior Citizens projects presently in West-Ingle include Sunset Lodge at 11034 - 124 Street with 32 units in 2 storeys and Alliance Villa at 12620 - 109A Avenue with 32 units in 3 storeys.

SUNSET LODGE
SENIOR CITIZENS
RESIDENCE 11034 - 124
STREET

Policy 9

Use of City-owned land on 122 Street

City-owned land on a portion of the west side of 122 Street south of 108 Avenue will be sold for small scale infill housing.

Explanation

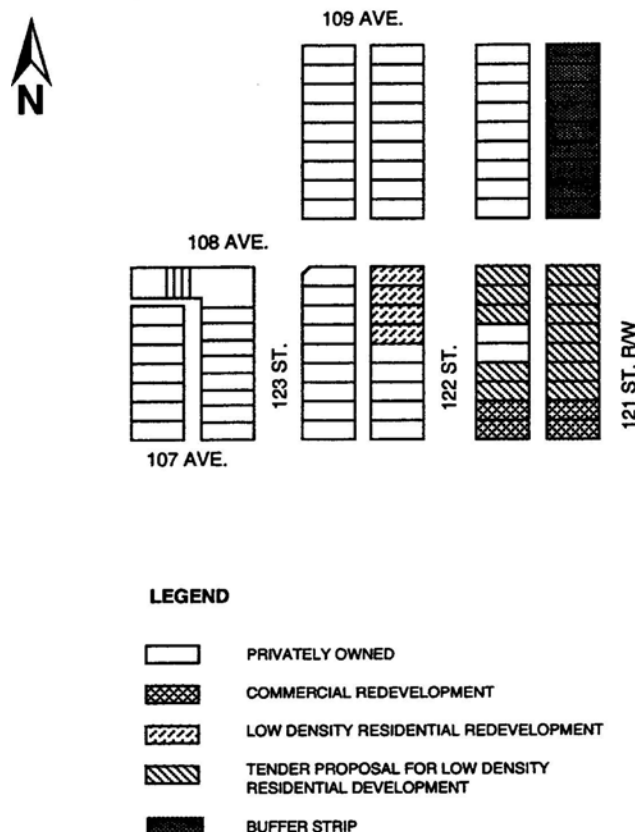
Bylaw 9764, May 28, 1991

The City-owned land on the west side of 122 Street, shown on Map 10 will be sold for redevelopment to single or semidetached housing, duplexes, threeplexes or fourplexes. These properties may also be sold for redevelopment to small lot housing described in Policy 5 of this Plan. These housing forms appropriate for the low rise, low density character of West-Ingle and the multiple units may provide an affordable alternative to the typical single detached house on a 50 foot lot.

New infill housing should compliment the historic West-Ingle style in order to maintain the older character of the neighbourhood.

**MAP 10 –
DISPOSITION OF
CITY-OWNED LAND
ON 122 STREET**

Bylaw 9764 May 28, 1991



Policy 10 – Tender Proposal for City-owned land

Bylaw 9764 May 28, 1991

The City Real Estate and Supply Services Department will prepare a tender proposal for the City-owned properties (Lots 1 to 3 and 6 to 8, Block 3, Plan XXII) in accordance with the following guidelines:

- i) the property will be developed for small scale infill housing;**
- ii) development will compliment the historic style of West-Ingle;**
- iii) housing units along 122 Street will be oriented to the street.**

Explanation

Bylaw 9764 May 28, 1991

The City-owned property to be tendered is shown on Map 10.

The purpose of the Tender Proposal is to encourage a small scale, infill housing project that reflects the older character of West-Ingle and provides an example of the type of redevelopment desired in other RF3(Low Density Redevelopment) District areas in West-Ingle.

The properties will be tendered as a comprehensively planned, infill housing project developed in the historic West-Ingle style and may include duplexes, threeplexes and row housing. The project may also consist of single and semi-detached housing or single detached housing on small lots as described in Policy 5 of this Plan.

**Policy 11 –
Commercial Redistricting
for City-Owned Property**

Bylaw 9764 May 28, 1991

The four lots adjacent to 107 Avenue between the CN rail line and 122 Street will be redistricted from RF3 (Low Density Redevelopment) District (Lots 9 to 12, Block 3, Plan XXII) to CB1 (Low Intensity Business) District and will be sold for commercial redevelopment. IN addition to the above, three lots located on the south-west and south-east corners of 107 Avenue and 122 Street, and redistricted from Medium Rise Apartment District (RA8) (Lot 20, Block 7, Plan XXII and N 20 ft. of Lot 1, Block 2, Plan XXII, S 40 ft. of Lot 2, Block 2, Plan XXII) to CBI (Low Intensity Business) District.

Explanation

Bylaw 9764 May 28, 1991

Commercial development is more appropriate than residential development at this location because of the proximity of other commercial uses, the CN rail line and 107 Avenue which is a major arterial. In the event of redevelopment, residential uses will be separated from commercial development by either a lane, fencing or landscaping. The property is shown on Map 10.

Bylaw 9764 May 28, 1991

In May 1983, the city received an application to redistrict four lots to the west between 122 and 124 Streets adjacent to 107 Avenue from a RF3 (Low Density Redevelopment) District to a CB1 (Low Intensity Business) District. An east/west lane will be added to buffer adjacent residential uses from the proposed redevelopment. The location of the additional lots adjacent to 107 Avenue makes them unsuitable for residential development and a redistricting of these properties would extend commercial development of the south side of 107 Avenue to the CN rail line to mirror the north side of 107 Avenue.

Policy 12 Future Redevelopment of Commercial Land

Bylaw 9764 May 28, 1991

The City will consider redevelopment to medium or high density residential uses in the area bounded by 106 Avenue, 123 Street, 105 Avenue and 121 Street.

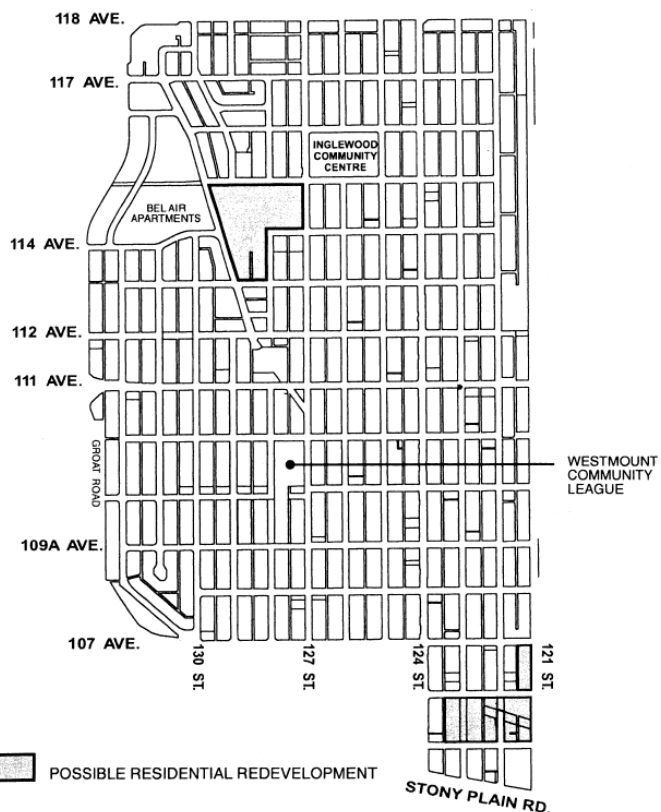
Explanation

Properties located within the area bounded by 106 Avenue, 123 Street, 105 Avenue and 121 Street, and an additional property bounded by 107 Avenue, C.N. Rail line, 106 Avenue and the lane on the west side of the property as shown on Map 11, have potential for residential redevelopment. These properties are presently districted either commercial or industrial and any redistricting to medium or high density residential use will be reviewed on an individual basis, based on the merits of the application.

Bylaw 14974, December 15, 2008



**MAP 11 - AREAS SUITABLE FOR RESIDENTIAL
REDEVELOPMENT
WEST-INGLE**



TRANSPORTATION POLICIES

Policy 13 Traffic Management

Bylaw 9764 May 28, 1991

Bylaw 9764 May 28, 1991

Arterial roadways including Groat Road, 118 Avenue, 111 Avenue, 107 Avenue, Stony Plain Road and 124 Street will be improved as necessary to reduce problems with traffic flow, operations and safety. Any arterial improvements will be made with the objective of reducing the use of local residential streets for through traffic.

Explanation

The intent of this policy is to prevent the intrusion of non-local traffic on residential streets, by accommodating traffic demand on the existing networks of arterial roads that are located on the periphery of West-Ingle.

Minor improvements scheduled within the City's current Five and Ten Year Plan with the objective of improving arterials around West-Ingle include; Groat Road/111 Avenue traffic circle signalization and improvements to the 114 Avenue/Groat Road intersection. The minor widening of 124 Street is proposed as a long term improvement. The proposed improvements are subject to budget allocation.

**Policy 14
Traffic Management
Cut-through traffic (North
of 107 Avenue)**

A traffic management measure consisting of street landscaping, barricades and planters will be implemented on a trial basis on the blocks north of 107 Avenue on 122 and 123 Streets subject to study by the Transportation Department and the support of residents.

Explanation

At Issues Workshops held with residents on the Draft Plan in March 1983, shortcutting traffic on 122 Street was identified as a problem. Subsequently, a Transportation Committee made up of residents, representatives of the Transportation Department and the Planning and Development Department was formed to consider possible solutions to this and other identified traffic and parking problems.

During October 1983, the City Transportation Department did traffic counts on 122 Street south of 176 Avenue and found the traffic volume at the peak period (4:00 p.m. to 6:00 p.m.) was 140 vehicles per hour. This volume of traffic is above the City guideline for acceptable local traffic volumes of 125 cars per hour.

Cut through traffic on 122 Street is generated by westbound motorists on 107 Avenue trying to avoid the 124 Street intersection. This traffic uses the first two or three blocks of 122 Street north of 107 Avenue as a short cut to 124 Street.

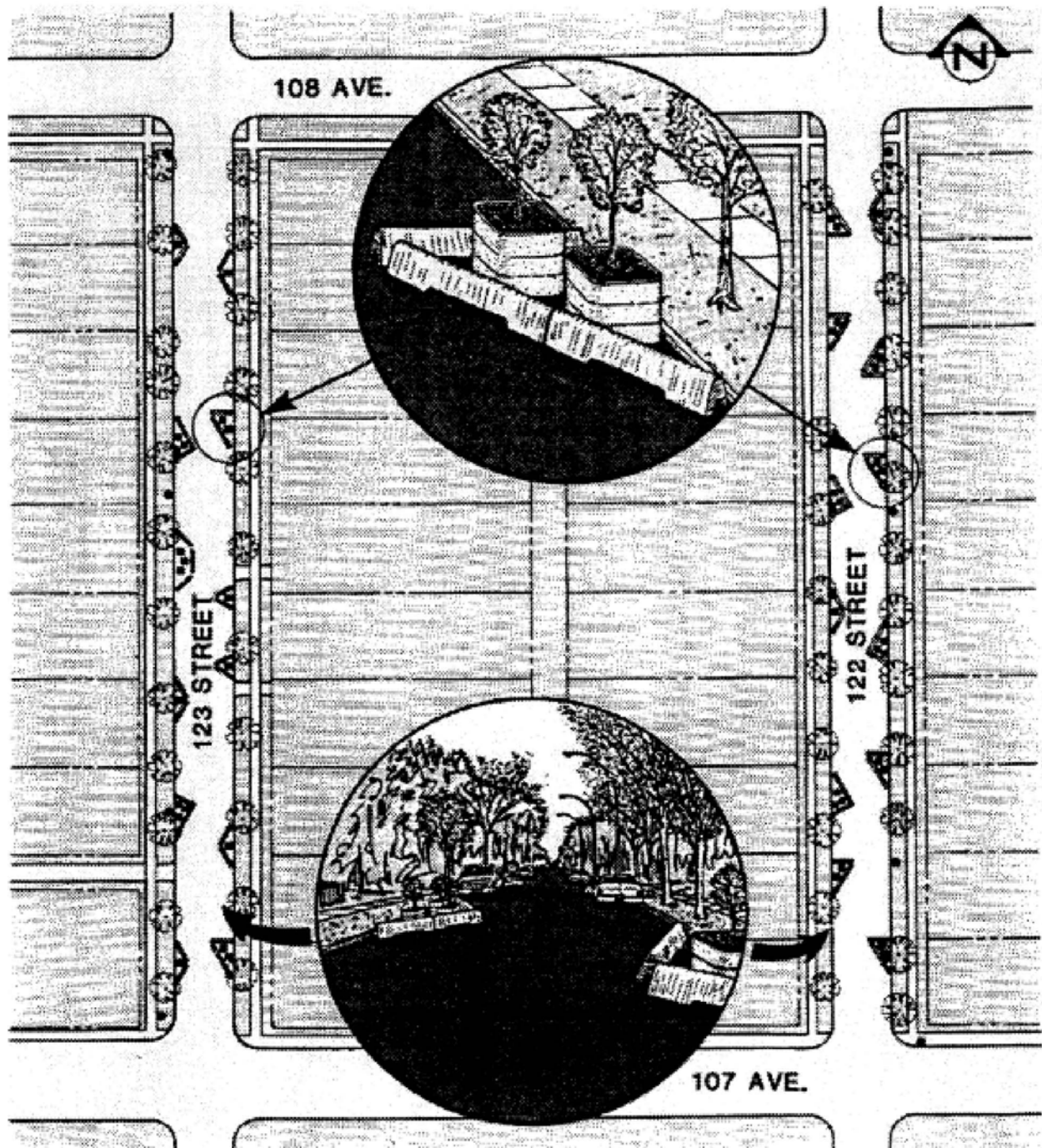
The proposed traffic management measure, shown on Map 12 and Figure 6 involves constructing minor changes to the block such as adding planters with shrubs and trees and small barricades in order to change the configuration of the street. This traffic management measure discourages non-local traffic from using the block as a quick short cut route by making it difficult for the short cutting motorist to see immediately through to the end of the block and by slowing the speed at which the motorist can travel. The block is still accessible for residents, however traffic is slowed and motorists who short cut will find they are not saving time.

Bylaw 9764 May 28, 1991

Introduction of a traffic management measure is an effort to minimize the impact of transportation on older residential neighbourhoods in accordance with Policy 7.A.2 of the General Municipal Plan. The traffic management measure will be implemented on 123 Street as well as 122 Street to ensure that cut through traffic that is discouraged from using 122 Street does not use 123 Street instead.

Transportation Bulletins describing the experimental proposal were mailed to residents along 122 and 123 Street between 107 Avenue and 108 Avenue during June, 1984. Residents indicated their support and the traffic management measure will be put in on a temporary basis for a minimum period of three months. If there is resident support and the traffic management measure is found to work successfully it will be implemented on a permanent basis.

FIGURE 6 – TRAFFIC MANAGEMENT MEASURE FOR 122 & 123 STREETS



LEGEND

- LIGHT STANDARD
- BOX PLANTER
- ✱ EXISTING TREE
- CONCRETE BARRIER

**Policy 15
Traffic Management
Cut-through Traffic (North
of 111 Avenue)**

A traffic management measure will be considered for 122 Street and 123 Street north of 111 Avenue based on the success of the measure proposed for 122 and 123 Streets north of 107 Avenue and subject to study by the Transportation Department and the support of residents.

Explanation

As discussed in Policy 14, cut through traffic on 122 Street was identified as an issue by residents living on this Street. During October 1983, the Transportation Department did traffic counts on 122 Street north of 111 Avenue and found that the peak period (4:00 p.m. and 6:00 p.m.) traffic volume was 128 vehicles per hour which is at the City guideline for acceptable local traffic volumes of 125 cars per hour.

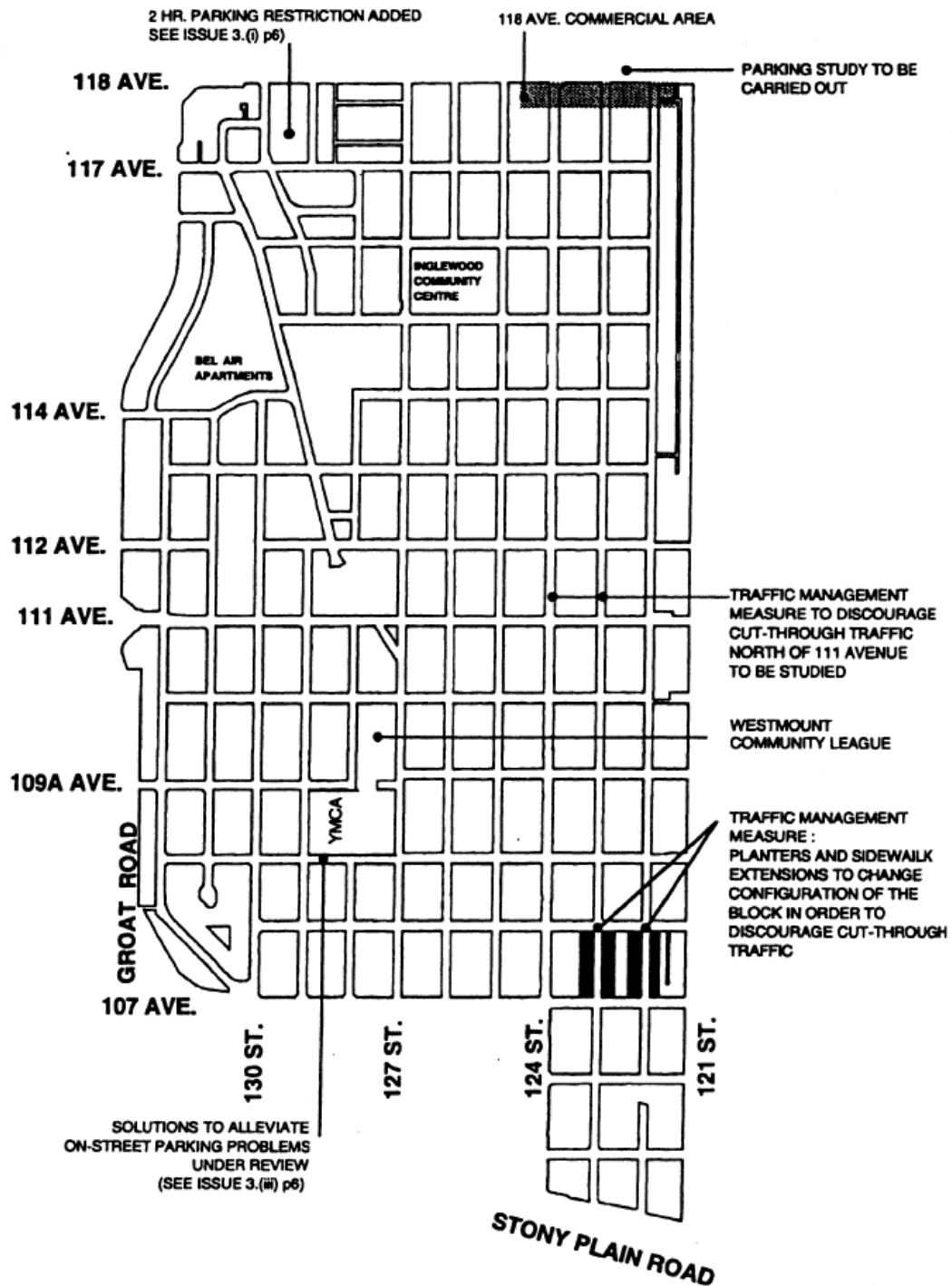
Due to resident complaints at public meetings and in surveys about the volume and speed of cut-through traffic it is proposed that a traffic management measure be considered for 122 and 123 Street north of 111 Avenue (see Map 12). A traffic management scheme similar to the one proposed for 122 and 123 Street north of 107 Avenue discussed in Policy 13 will be considered for further study by the Transportation Department.

Cut through traffic on 122 Street north of 111 Avenue is generated by motorists seeking to avoid the 124 Street/107 Avenue intersection who continue to use 122 Street all the way to 118 Avenue in order to totally avoid the busier 124 Street. The Transportation Department has monitored the speed of cars and indicates that the average speed of cars is comparable to other residential streets in the city. However, some motorists are able to speed on 122 Street due to the clear right-of-way offered by 122 Street. No traffic is approaching 122 Street from the east, eastbound motorists turning onto 122 Street must yield to 122 Street between 107 Avenue and 111 Avenue and 111 Avenue to between 107 Avenue and 111 Avenue and 111 Avenue to 118 Avenue all contribute to a clear right-of-way for a motorist wishing to speed.

It is the intent of this policy therefore, to ensure that the possibility of implementing a traffic management measure on 122 and 123 Street north of 111 Avenue will be considered for further study during 1984/85.

MAP 12 – TRAFFIC AND PARKING MANAGEMENT MEASURES

Bylaw 14974, December 15, 2009



Policy 16
Parking Management 118
Avenue Parking Study

The Planning and Development Department and the Transportation Department will undertake a parking study for the 118 Avenue commercial strip at the request of the merchants. The parking study will investigate:

- i) the co-operative purchase or lease of the City-owned lots on the southeast corner of 118 Avenue and 122 Street when they have been declared surplus to City needs by the Real Estate and Supply Services Department.**
- ii) the co-operative purchase or lease of commercial lots along 118 Avenue by merchants for parking.**

Explanation

The land use along both sides of 118 Avenue between 122 Street on the east and Groat Road on the west are mainly small scale, auto oriented, commercial establishments and low rise apartments. The West-Ingle neighbourhood contains the portion of the 118 Avenue commercial strip that is between 122 Street and 125 Street on the south side of 118 Avenue (shown on Map 12). Like other commercial strips in older neighbourhoods in Edmonton, the 118 Avenue commercial strip lacks space to accommodate parking for customers.

The commercial uses that are within West-Ingle are mostly auto oriented and require a large amount of space for parking. Existing commercial uses include a cinema, a Post Office, a drycleaners and a restaurant. There are also some neighbourhood oriented shops and services which have smaller parking requirements. Commercial parking is presently accommodated on-site where possible and the overspill occurs on 122 and 123 Streets both north and south of 118 Avenue. Since the entire 118 Avenue commercial strip has a parking shortage it should therefore be studied as a whole.

It is proposed that a parking study be done to examine the possibility of the purchase or lease of empty lots or City-owned land when it becomes available for commercial parking. This would be done by determining what land designated for commercial use is, or could be, available for parking and canvassing merchants as to their willingness to participate in cooperatively leasing or purchasing available commercial land for parking. A parking study would be done at the request of the 118 Avenue merchants.

**Policy 17 –
Parking Management
Redistricting Applications**

The Administration will continue to discourage application to redistrict residential lots to permit commercial parking.

Explanation

Due to the shortage of land along the 118 Avenue commercial strip (shown on Map 12) to accommodate parking, there have been applications by commercial property owners to use residential lots close to the commercial strip for parking purposes. There is also a shortage of parking space for the 124 Street commercial strip, although there have not been applications to redistrict in the last few years.

In accordance with the Land Use Bylaw and General Municipal Plan, this policy recommends that future applications for parking for commercial uses on residential lots not be supported. Commercial parking would be an intrusion of a non-residential use into the single and semi-detached housing area to the south, could negatively affect the stability of the neighbourhood and set a precedent for other 118 Avenue and 124 Street commercial uses looking to obtain additional parking space in the adjacent residential areas.

While this action will not alleviate the on-street parking problem it will maintain the present residential character of West-Ingle which is the overall intent of the Plan. The Plan seeks solutions to the parking problem by proposing that a parking study for 118 Avenue and 124 Street which identifies the parking problem and proposes solutions be carried out (Policy 15 and 23) at the request of merchants.

Policy 18
Proposed Extensions to the
City Bike Route System

An east-west bikeway connection along 115 Avenue and south along 122 Street from 115 Avenue to 111 Avenue will be developed as an extension to the City Bikeway system.

Explanation

There is a need to provide a bikeway to link the eastern portion of West-Ingle with the existing 127 Street bikeway and Coronation Park. Therefore a bikeway is proposed along 122 Street and 115 and 116 Avenues and will utilize existing pedestrian flashing signals at 116 Avenue at Groat Road. A flashing signal at 111 Avenue and 122 Street would be required in order to extend the bikeway east along the service road on the south side of 111 Avenue to approximately 112 Street as is proposed in the Queen Mary Park Area Redevelopment Plan.

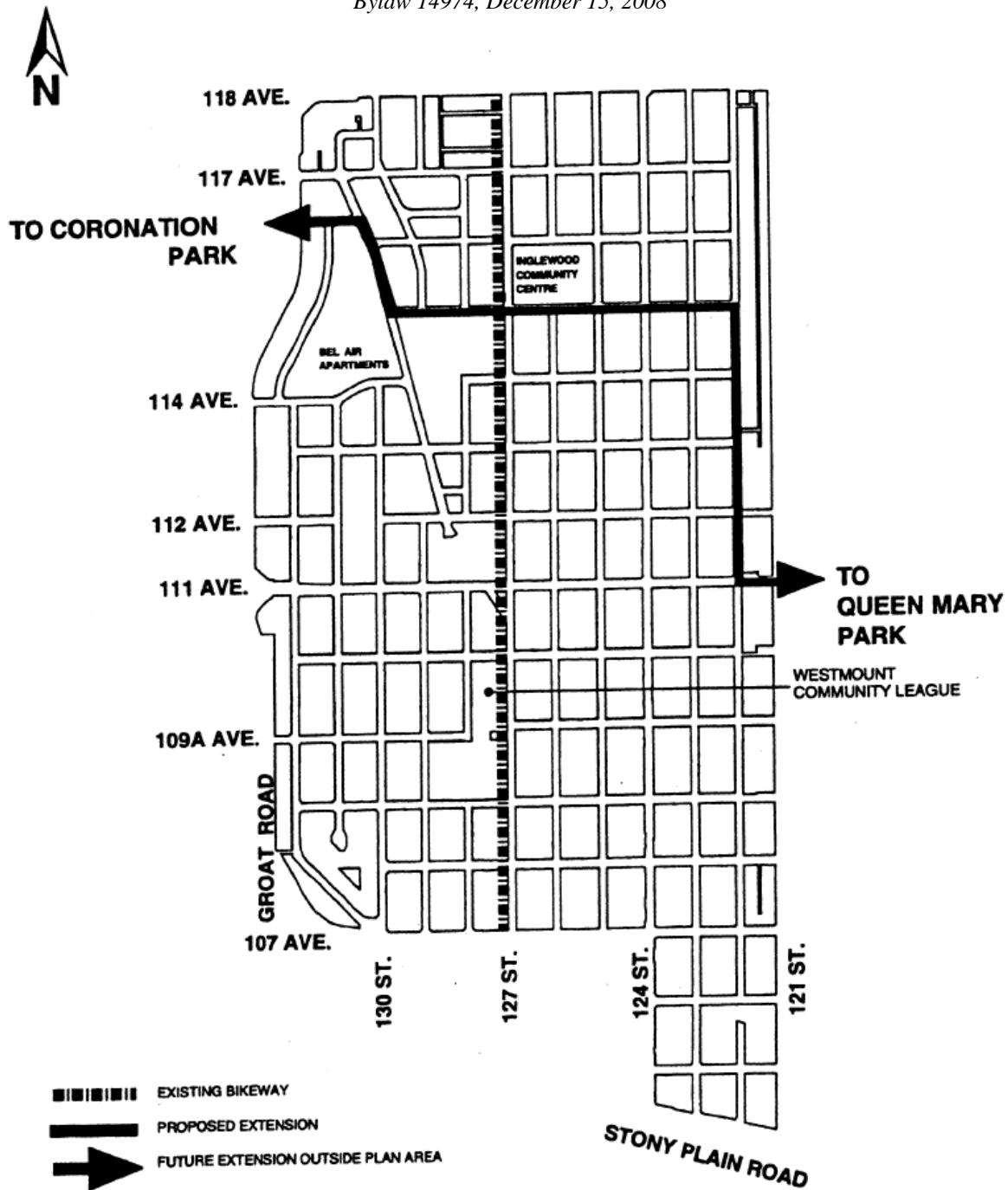
Bylaw 9764 May 28, 1991

The possibility of the future extension of the bikeway from Coronation Park to the river Valley will be reviewed by the Transportation Department which is presently preparing a comprehensive bicycle plan and bicycle facilities improvement program.

The existing and proposed bikeway system is shown on Map 13.

MAP 13 – PROPOSED EXTENSIONS TO THE CITY BIKEWAY SYSTEM

Bylaw 14974, December 15, 2008



PARKS AND RECREATION POLICIES

Policy 19 - Self-help Program for Parks and Recreation Improvements in West- Ingle

The Parks and Recreation Department will assist the West-Ingle Community Development Association (WICDA), the Planning Committee and the Community Leagues in carrying out minor improvements to the Westlawn Bowling site and the City-owned buffer west of the CNR right-of-way south of 111 Avenue through a community based Self-Help Program.

Explanation

The greatest amount of open space in West-Ingle is the City-owned land adjacent to the CN rail line which extends almost the entire length of the eastern boundary of West-Ingle. It is 36.5 metres (120 feet) wide and consists of 6.9 hectares (17.1 acres) of land. This open space is separated from residential uses by a north/south lane which is paved between 118 Avenue and 111 Avenue and the portion south of 111 Avenue has not been paved. Uses on the City-owned land include the Westlawn Bowling building and site is presently not in use. The City Parks and Recreation Department building, Craft Centre West, is located at 109A Avenue and offers recreational programs for residents. The city owned land is shown on Map 14.

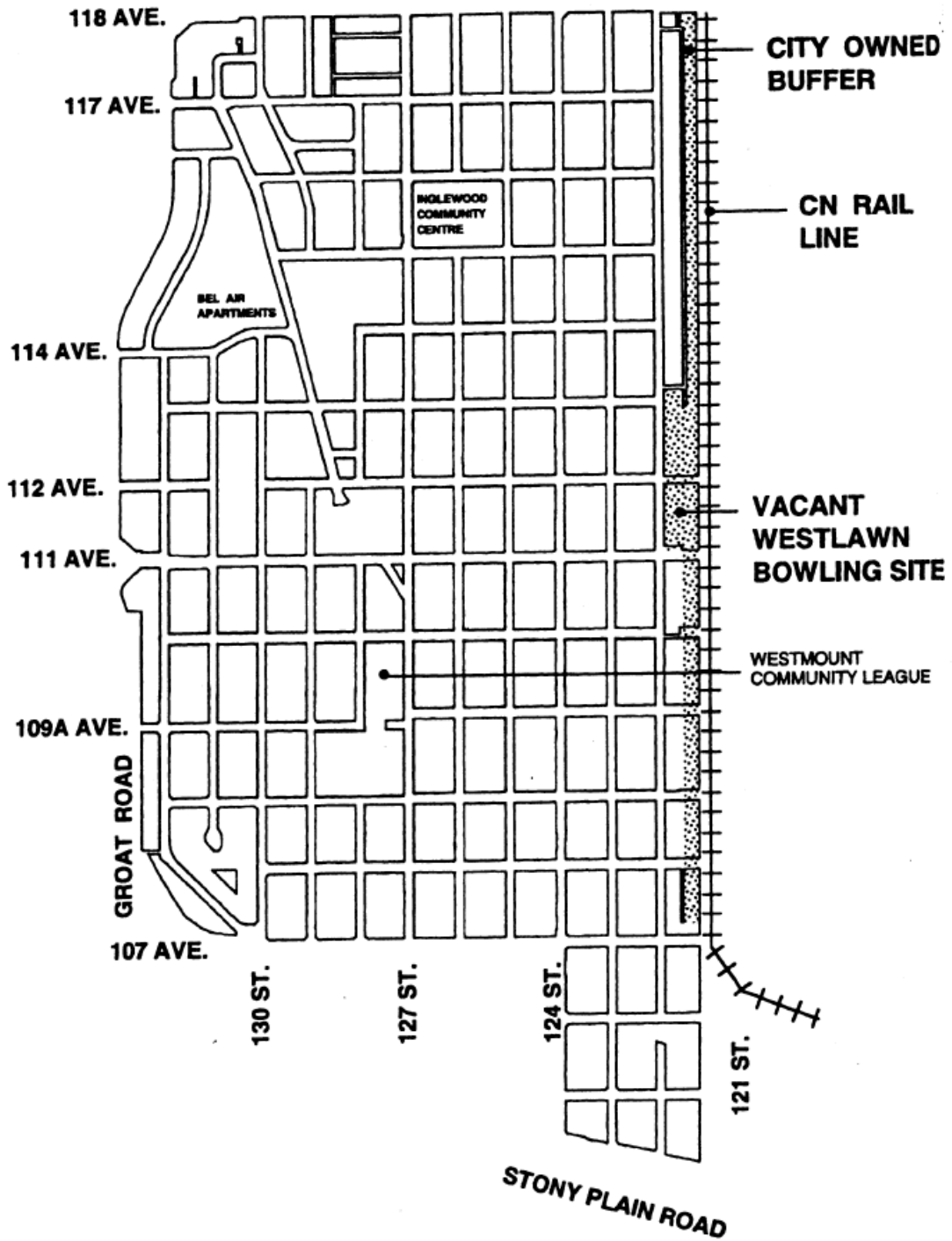
In Issues Workshops in March 1983 residents expressed a desire to improve the quality of this open space to make it more usable. Improvements suggested by residents included:

- fencing a small portion of the land for a soccer or football playing field
- fencing the length of the strip to increase safety and utility
- use of the presently vacant City owned Westlawn Bowling site for recreational activities
- walking paths

A Self-Help Program proposal was endorsed by WICDA and the Inglewood and Westmount Community Leagues in November 1983. However, subsequent meetings on this proposal revealed that residents differ in their opinions on the extent and nature of improvements to the open space.

MAP 14 – CITY OWNED BUFFER STRIP

Bylaw 14974, December 15, 2008



Residents living south of 121 Avenue showed support for a Self-Help Program in a petition/questionnaire circulated by WICDA in June 1984.

Residents living north of 111 Avenue indicated their opposition to proposed improvements at a public meeting held in May 1984 and in a petition circulated later that month.

Due to financial constraints any improvements to the open space at this time would have to be community funded. This policy only applies to the area south of 111 Avenue where there is resident support for a Self-Help Program. Most of the improvements suggested by residents are small scale and relatively inexpensive and therefore could be accomplished and maintained by residents working together on a co-operative basis.

Interested residents should organize a Parks Improvement Committee and with the firm support of WICDA work in cooperation with the City Parks and Recreation West District Office. Small scale, recreational improvements will not be carried out to the northern portion of the City-owned land between 111 and 118 Avenues in the near future.

There is agreement by residents who live on 122 and 123 Street on using the presently vacant Westlawn Bowling site for lawn bowling, horseshoes or as a Senior Citizens drop in centre. Residents or neighbourhood groups interested in leasing the Westlawn Bowling building and site for recreational activities would work in co-operation with the City Parks and Recreation West District Office.

Fencing the length of the City-owned open space adjacent to the rail line would improve the safety and utility of this park space. Due to financial constraints however, the City Parks and Recreation Department cannot afford this expenditure and alternatives such as community fund raising or lobbying CN to pay for a fence have been suggested to the community.

Policy 20
Fencing the CN Rail Line

The Law Department will negotiate with the Canadian National Railway to fund, build and maintain a fence along the rail line in West-Ingle between 107 and 118 Avenues.

Explanation

The City-owned open space adjacent to the rail line is designated as AP(Public Parks) District and abuts a single detached housing area. With a total area of 6.9 hectares (17.1 acres) it makes up half the open space in the neighbourhood. This area continues to be used for active games even though there was an accident in 1979. The safety and utility of this open space would be increased if it were fenced.

Policy 21
Future use of the
City-owned rail
right-of-way

Bylaw 9764 May 28, 1991

The City will assess the various options for the re-use of the City-owned 121 Street road right-of-way presently used by Canadian National Railway if it decides to abandon its tracks.

Explanation

The CN rail line occupies a City-owned right-of-way which is used as a local freight service branch on a minimal basis. Planning and Development, Parks and Recreation, and the Transportation Departments will form a committee to review various options for the re-use of this property. This committee will then ensure that the use for this property will be compatible with the surrounding uses.

COMMERCIAL POLICIES

Policy 22 - Extent of 118 Avenue Commercial Strip

Properties designated for low rise apartment development on the south side of 118 Avenue between 126 Street and 129 Street may be redeveloped for commercial uses.

Explanation

The land uses adjacent to 118 Avenue in West-Ingle consist of low intensity commercial uses and low rise apartment buildings. The apartment buildings are in poor condition and could be redeveloped in the future. Since 118 Avenue is a well used arterial, commercial development here would be appropriate. Commercial development and associated parking will not extend further south than the east/west lane south of 118 Avenue.

Bylaw 9764 May 28, 1991

The areas suitable for commercial redevelopment along 118 Avenue are shown on Map 15.

Policy 23
Extent of
124 Street Commercial Strip

Bylaw 9764 May 28, 1991

Commercial development will be restricted to those areas along 124 Street districted for commercial development or areas designated as suitable for commercial redevelopment on Map 15.

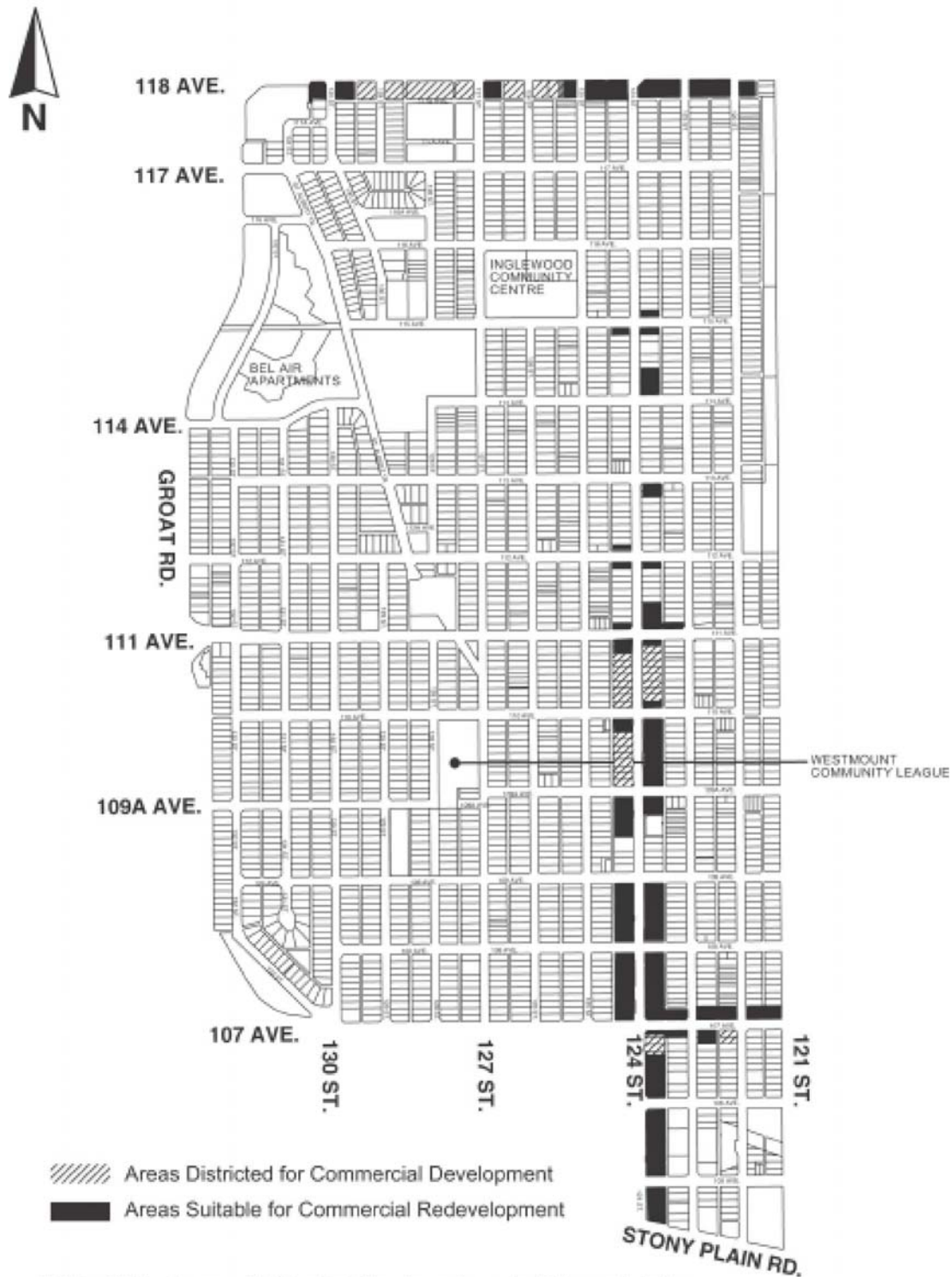
Explanation

The West-Ingle Area Redevelopment Plan limits the expansion of this 124 Street commercial strip because unbridled expansion would detract from the character of adjacent residential areas. This strategy is in accordance with Policy 3.D.4 of the General Municipal Plan which calls for the protection of neighbourhoods from negative impacts associated with retail strips. In this regard, Policy 23 of the West-Ingle Plan proposes that the 124 Street commercial strip not extend north of 111 Avenue or further east or west of 124 Street between Stony plain Road and 111 Avenue except for those pockets of commercial use which currently exist and for 107 Avenue east of 124 Street. Infill commercial redevelopment on 124 Street between 107 and 111 Avenues on land designated as suitable for commercial redevelopment in this plan will be encouraged provided it is small in scale and pedestrian oriented.

Limiting the expansion of the commercial strip to 124 Street will ensure that adjacent low rise, low density residential areas in West-Ingle will be protected from the negative impacts of increased traffic, noise and on street parking that may be created by new commercial development. The 124 Street commercial strip is shown on Map 15.

MAP 15 – 118 AVENUE and 124 STREET COMMERCIAL STRIP

Bylaw 12380 August 21, 2000



NOTE: 124 Street commercial strip extends from Jasper Avenue to 111 Avenue (including the commercial development immediately north of 111 Avenue) and along 107 Avenue from 124 Street to 121 Street (CNR Right-of-Way).

Policy 24
Future Character
of 124 Street

Bylaw 9764 May 28, 1991

In order to encourage the ‘shopping street’ character that is developing along 124 Street between Stony Plain Road and 111 Avenue, applications for discretionary uses that pose a noise or traffic nuisance, generate a high demand for parking or occupy a large amount of floor space will be discouraged by the Development Officer.

Explanation

The 124 Street commercial strip is an attractive shopping area because of the variety of owner-occupied specialty shops, small restaurants and services. Many merchants have made an effort to improve the character of the shopping street by beautifying their storefronts with awnings, attractive window displays, new signage and general painting and repairs. The intent of this policy is to discourage discretionary uses in the commercial district which take away from the “shopping street” character presently developing on 124 Street. Therefore, automotive equipment and repair, sales and rental shops and drive-in food services will be discouraged.

General retail stores with a gross floor area greater than 1,000 m² (10,763.90 sq. ft.) will also be discouraged. The length of store fronts will be limited to create a more interesting streetscape by encouraging diversity and more pedestrian activity. The continuation of small store fronts is in keeping with the small scale proportions of existing commercial uses on 124 Street. Advice to the Development Officer regarding Discretionary Uses in the CB1 (Low Intensity Business) District is contained in Part III of the Plan.

Policy 25 - Improvements to 124 Street Commercial Areas

Explanation

The City will advise and assist the 124 Street Merchants' Association, at their request, in the design and implementation of streetscape improvements along 124 Street and in proposing solutions for the parking shortage.

The 124 Street Merchant's Association was formed in early 1984 to promote 124 Street as a shopping area. The Association has undertaken cooperative advertising and is interested in improving the appearance of the commercial strip.

The Planning and Development Department could help the Association define a program of improvements, identify costs and possible sources of funding. Design advice would be available from both the Planning and Development and Parks and Recreation Departments.

Some improvements could be carried out by the merchants themselves. These include painting storefronts, adding coordinated awnings, attractive signs, Christmas lighting, planters and street furniture. Minor improvements that could be implemented by merchants are shown in Figure 7.

FIGURE 7
MINOR IMPROVEMENTS
THAT COULD BE
IMPLEMENTED BY
MERCHANTS

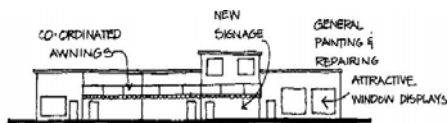
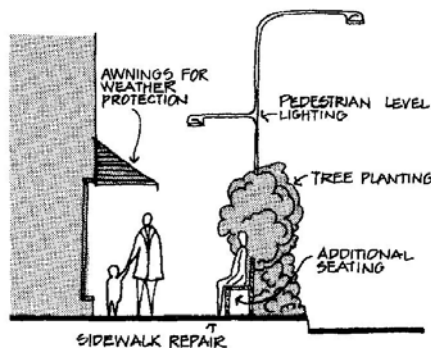


FIGURE 8
EXAMPLES OF
IMPROVEMENTS TO
PUBLIC SPACE ON 124
STREET (funded by
merchants)

Bylaw 9764 May 28, 1991



Major streetscape improvements such as special sidewalk pavement, street lamps and tree planting would have to be coordinated with the City's long-term proposal for the minor-widening of 124 Street. The cost of these improvements would be recovered through local improvement charges. Figure 8 shows small scale improvements that could be done for the public spaces on 124 Street.

As part of advice and assistance to the 124 Street Merchants' Association it is proposed that possible solutions to the parking shortage be investigated by the Transportation and Planning and Development Departments at the request of the merchants.

These solutions may include determining what land along or in close proximity to the 124 Street commercial area would be suitable and available for parking and then canvassing merchants as to their willingness to lease or purchase available non-residential land for parking (the Transportation Department could assist in the planning of the parking facilities); a funding policy which could use a cash-in-lieu of parking policy; a more efficient use of existing parking areas through the use of signage to direct customers to these facilities and the marking and paving of parking areas; developing angle parking along the avenues if there is ample width; and providing parking coupons for customers who parking in the underground parkades or the paid parking lots located in the vicinity of 124 Street.

Policy 26
Charles Camsell Hospital

Bylaw 14974, December 15, 2008 (Paragraphs deleted)

Bylaw 14974, December 15, 2008 ***The Land presently contains the vacant seven storeys building (previously the hospital), a number of ancillary buildings, parking area and a large area of vacant or underdeveloped land. The hospital building will likely be retained and renovated. However, any flexible redevelopment plan should accommodate both the retention and/or demolition of the hospital.***

It is proposed that due to the size of the site it will be subdivided into a number of sub areas. Each sub area will require site specific regulations containing different heights densities, floor area ratios, and housing types. The regulations will ensure land use conflicts with neighbouring properties are minimized.

Housing type will vary from medium and low rise apartments, stacked row-housing, row housing to single detached dwellings. In addition provisions should be made for a number of residential related and neighbourhood convenience commercial uses. Uses could include pharmacies, hair dressers, or convenience stores.

The redevelopment will also create a Municipal Reserve parcel at the northeast corner of the site. This parcel will be utilized as public park space for the residents of the redevelopment and surrounding lands.

The redevelopment will provide park space or single detached dwellings along the entire east side of the site to provide a transition to the existing single detached dwellings on the east side of 127th Street.

Due to the scope and nature of the site, redevelopment will most likely take a number of years occurring on a staged basis. The redevelopment will require the subdivision of the land and the preparation of Site Specific Development Control Regulations to implement the above.

Policy 27
Districting Adjustments

The following districts in West-Ingle will be changed to more accurately reflect the existing use on the site:

- (i) portions of the Westmount Community League site from RA7(Low Rise Apartment) District (Lots 1 to 3 and 8 to 10, Block 1, Plan LX) and RF1(Single Detached Residential) District (Lots 21 and 22, Block A, Plan 3010-P) to AP(Public Parks) District;**
- (ii) the YMCA site from RF1(Single Detached Residential) District (Lot A, Block 2, Plan 3010-P) to AP(Public Parks) District;**
- (iii) the park at the northeast corner of Groat Road and 107 Avenue from A(Metropolitan Recreation) District (Block A, Plan 4311 H.W.) described in file plan 8323064 (Bylaw 7754) to AP(Public Parks) District;**
- (iv) the Winnifred Stewart School site from RF3(Low Density Redevelopment) District (Lots 3 to 10 and Lots 11 to 16, Block 23, Plan LX23) and RA7(Low Rise Apartment) District (Lots 1 and 2, Block 23, Plan LX23) to US(Urban Service) District;**
- (v) the Alberta Health Care Building from CSC(Shopping Centre) District (Lot 5, Block 7, Plan 3975 K.D.) to US(Urban Service) District;**
- (vi) the three gas station sites adjacent to the Alberta Health Care building from CSC(Shopping Centre) District (Lot 4A, Block 7, Plan 1044 K.S., Lots 10 to 12, Block 6, Plan 1259 H.W., Lot 11, Block 7, Plan 6012 H.W.) to CB1(Low Intensity Business) District;**
- (vii) the commercial building site on the southeast corner of 107 Avenue and 123 Street from CSC(Shopping Centre) District (Lots 1 & 2, Block 7, Plan XXII) to CB1(Low Intensity Business) District;**
- (viii) the commercial building site on the northeast corner of 106 Avenue and 123 Street from CSC(Shopping Centre) District (Lots 9 & 10, Block 7, Plan XXII) to CB2(General Business) District;**

Bylaw 9764 May 28, 1991

Bylaw 9764 May 28, 1991

<i>Bylaw 9764 May 28, 1991</i>	(ix) the two office building sites on the northwest and northeast corners of 106 Avenue and 122 Street from CSC(Shopping Centre) District (Lot 11 & S 1/2 of Lot 12, Block 7, Plan XXII and Lots 9 & 10, Block 2, Plan XXII) to CB1(Low Intensity Business) District;
<i>Bylaw 12457 February 6, 2001</i>	(x) the vacant site on the southwest corner of 106 Avenue and 121 Street to the lane east of 123 Street from CB2 (General Business) District (Lot 53, Block RLY, Plan CNR9; Plan 922 1928, Block 1, Lot 21; Plan RN22, OT Parcel; Plan RN22, Block 8, Lot 18; Plan RN22, Block 8, Lots 19-20) to RA8 (Medium Rise Apartment) District;
<i>Bylaw 12457 February 6, 2001</i>	(xi) the industrial/office building site located north of 105 Avenue and fronting on 121 Street from IH (Heavy Industrial) District (Lots 6 to 8, Lots 13 to 15, Block 1, Plan XXII) to CB2 (General Business) District;
<i>Bylaw 9764 May 28, 1991</i>	(xii) the vacant site on the northwest corner of 105 Avenue and 121 Street from IH(Heavy Industrial) District (Lots 11 & 12, Block 1, Plan XXII) to CB2(General Business) District;
<i>Bylaw 9764 May 28, 1991</i>	(xiii) the office building site on the northeast corner of 122 Street and 105 Avenue from IH(Heavy Industrial) District (Lots 9 & W 1/2 10, Block 1, Plan XXII & Lot A, Block 1, Plan 4404 CF) to CB2(General Business) District;
<i>Bylaw 9764 May 28, 1991</i>	(xiv) the single detached house site located east of 122 Street and fronting 105 Avenue from IH(Heavy Industrial) District (Lot B, Block 1, Plan 4404 CF) to CB2(General Business) District;
<i>Bylaw 9764 May 28, 1991</i>	(xv) the vacant site between 106 Avenue and 107 Avenue, adjacent to the CN tracks from DC5 (16)(Site Specific Development Control) District (Lots 11 - 20, Block 2, Plan XXII) to RA8(Medium Rise Apartment) District;
<i>Bylaw 9764 May 28, 1991</i>	(xvi) the vacant site on the southeast corner of 107 Avenue and 122 Street from RA8(Medium Rise Apartment) District (N 20 ft. of Lot 1, Block 2, Plan XXII) to CB1(Low Intensity Business) District;
<i>Bylaw 12380 August 21, 2000</i>	(xvii) the single detached house site and vacant lot on the southeast corner of 122 street and 107 Avenue from CB 1 (Low Intensity Business) District (Lots 1 and 2, Block 2, Plan RN22 to RA8 (Medium Rise Apartment) District;
<i>Note: Points (xviii) and (xix) were removed through Bylaw 12380 August 21, 2000 and points (xx), (xxi) and (xxii) were renumbered to (xviii), (xix) and (xx) respectively</i>	(xviii) the vacant site between 108 Avenue and 107 Avenue, adjacent to the CN tracks from RF3(Low Density Redevelopment) District (Lots 13 to 20, Block 3, Plan XXII) to AP(Public Parks) District;

Bylaw 9764 May 28, 1991

(xix) the transit turnaround on the southeast corner of 108 Avenue and 124 Street from CB1(Low Intensity Business) District (Lot A, Block 25, Plan 851 EO, excluding Road Plan 917 NY) to AP(Public Parks) District;

Bylaw 9764 May 28, 1991

Note: Points (xxiii) and (xxiv) were added out of sequence by the following bylaws:

Bylaw 12504 February 6, 2001

(xx) the vacant site on the northwest corner of 121 Street and Stony Plain Road from CO(Commercial Office) District (Block D, Plan 2572 EU) to CB2(General Business) District;

(xxiii) the vacant gas station site on the southeast corner of 111 Ave and Groat Road from CNC to DC5;

Bylaw 12251 April 2, 2001

(xxiv) the commercial/apartment building and site on the northeast corner of 110 Ave and 127 Street from CB1 (Low Intensity Business) District to DC5 (Site Specific development Control); and

(xxv) the apartment site located on the southeast corner of 111 Avenue NW and 122 Street NW to allow a 6 storey apartment building with underground parking (21 parking stalls).

Bylaw 15618

December 13, 2010

(xxvi) Notwithstanding (xiii), the site at the northwest corner of 122 Street and 105 Avenue from (CB2) General Business Zone and (RA8) Medium Rise Apartment Zone (Lot 24, Block 1, Plan 0324458 and Lot 25, Block 1, Plan 0920953) to (DC2) Site Specific Direct Control Provision.

Bylaw 15511

July 19, 2010

(xxvii) the vacant site located midblock on the east side of 123 Street (Lot 5, Block 8, Plan 1511KS) from CB2 to DC2 to allow for a 4 storey apartment building with underground parking.

Explanation

The Westmount Community League building and site consists of three different land use districts and the intent of this policy is to change these districts to one district appropriate for a community league site. The Public Parks District establishes an area of public land for active passive recreational uses and is an appropriate district for the Westmount Community League site. Similarly, the YMCA at 12840 - 109 Avenue was districted for residential use and will now be districted as AP(Public Parks) District.

The park at the northeast corner of Groat Road and 107 Avenue is more appropriately districted AP(Public Parks) District which applies to landscaped buffers than the previous districting, A(Metropolitan Recreation) District, which is used to preserve parkland along a ravine and other environmentally sensitive areas.

The Winnifred Stewart School and residence for the mentally handicapped was districted for residential use and as an institutional use is more appropriately districted as US(Urban Service) District.

As an institutional use the Alberta Health Care Building at Groat Road

and 118 Avenue is more appropriately districted as a US(Urban Service) District than a CSC(Shopping Centre) District which provides for large shopping centres. In the event of redevelopment of this site a shopping centre would not be appropriate due to its location directly adjacent to single detached housing and the proximity of the site to the Westmount Shopping Centre.

Similarly, the gas stations adjacent to the Alberta Health Care building will be districted as CB1(Low Intensity Business) Districts which provides for gas stations and small scale commercial uses.

Bylaw 9764 May 28, 1991

Four sites are districted CSC, which is a shopping centre district, and normally used for large planned shopping centres on sites of 2 hectares (4.94 acres) or more. The sites within the study area average about 0.12 ha (0.297 acres). These sites would be more appropriately districted CB1 or CB2.

Bylaw 9764 May 28, 1991

There is a tract of land districted as an IH(Heavy Industrial) District. The intent of a Heavy Industrial District is to provide for those uses that may have detrimental effects on other districts due to appearance, noise, odour, emission of toxic wastes or fire and explosive hazards. This District is normally applied to large sites found in the centre of other industrial areas. With the location of this site next to commercial and residential areas, a districting of a CB2(General Business) District would be more appropriate.

Bylaw 12380 August 21, 2000

Two properties on the southeast corner of 122 Street and 107 Avenue are districted as CB1 (Low Intensity Business District) and have not been developed. As the two properties are owned by one individual and under one title, the site is large enough for apartment development. The site is more appropriate as an RA8 (Medium Rise Apartment) District.

Bylaw 9764 May 28, 1991

One property located on 107 Avenue abuts the CN rail line to the west. This property is currently districted DC5(Site Specific Development Control) District. This particular district has IB(Industrial Business) District type of uses with additional uses found in the IM(Medium Industrial) District (e.g., Industrial Vehicle & Equipment Sales/ Rentals, Temporary Storage, General Contractor Services, etc.). These additional uses are incompatible with the residential district abutting the site and the DC5 District on the east side of the site which is a residential/commercial mix. It would be more appropriate to district the property as an RA8(Medium Rise Apartment) District.

Bylaw 9764 May 28, 1991

One property located on the southeast corner of 108 Avenue and 124 Street is presently districted CB1 and is used as a transit turnaround for trolleybuses. A streetscape improvement program is being planned for 124 Street and this property is scheduled to be developed as a pocket park. The turnaround would continue to be used as part of the streetscape improvement scheme. In light of the improvements planned for this site, the lot should be districted as an AP(Public Parks) District to ensure that

the park remains when the property is deemed surplus.

Bylaw 9764 May 28, 1991

Eight properties located south of 108 Avenue along the west side of the CN rail line which are districted RF3. These properties and the adjacent properties originally proposed were to be developed for infill housing. However, with their proximity to the railway tracks, these lots are unattractive for housing. A redistricting of these eight properties to an AP(Public Parks) District would improve the marketability of the adjacent lots and provide additional park land to the area.

Bylaw 9764 May 28, 1991

One property located on the northwest corner of 121 Street and Stony Plain Road is presently districted CO and was originally intended for an office building for the provincial government. However, changes in government policy regarding office development has rendered this property surplus and a districting change to a CB2(General Business) District allows more flexibility in developing this property and make it more compatible to the surrounding uses.

Bylaw 12457 February 6, 2001

Seven properties south of 106 Avenue and west of 121 Street are districted as CB2 (General Business District) and have not been developed. The site is more appropriate as an RA8(Medium Rise Apartment) District as per Policy 12 which encourages the redevelopment of these properties for residential.

Bylaw 12504 February 6, 2001

Redevelopment of the former service station site at 111 Avenue and Groat Road is limited by environmental contamination. The DC5 district is based on the CNC District. As the site was remediated to accommodate commercial land uses only (Level II), residential development, residential related and Child Care Services are prohibited uses. Minor Alcohol Sales is a use appropriate to the site.

Bylaw 12251 April 2, 2001

Six properties on the northeast corner of 127 Street and 110 Avenue are districted as CB1 (Low Intensity Business District) and the existing commercial/apartment building is underutilized. The owner is redistricting these properties as DC5 (Site Specific Development Control District) to allow an apartment to be developed on the main floor.

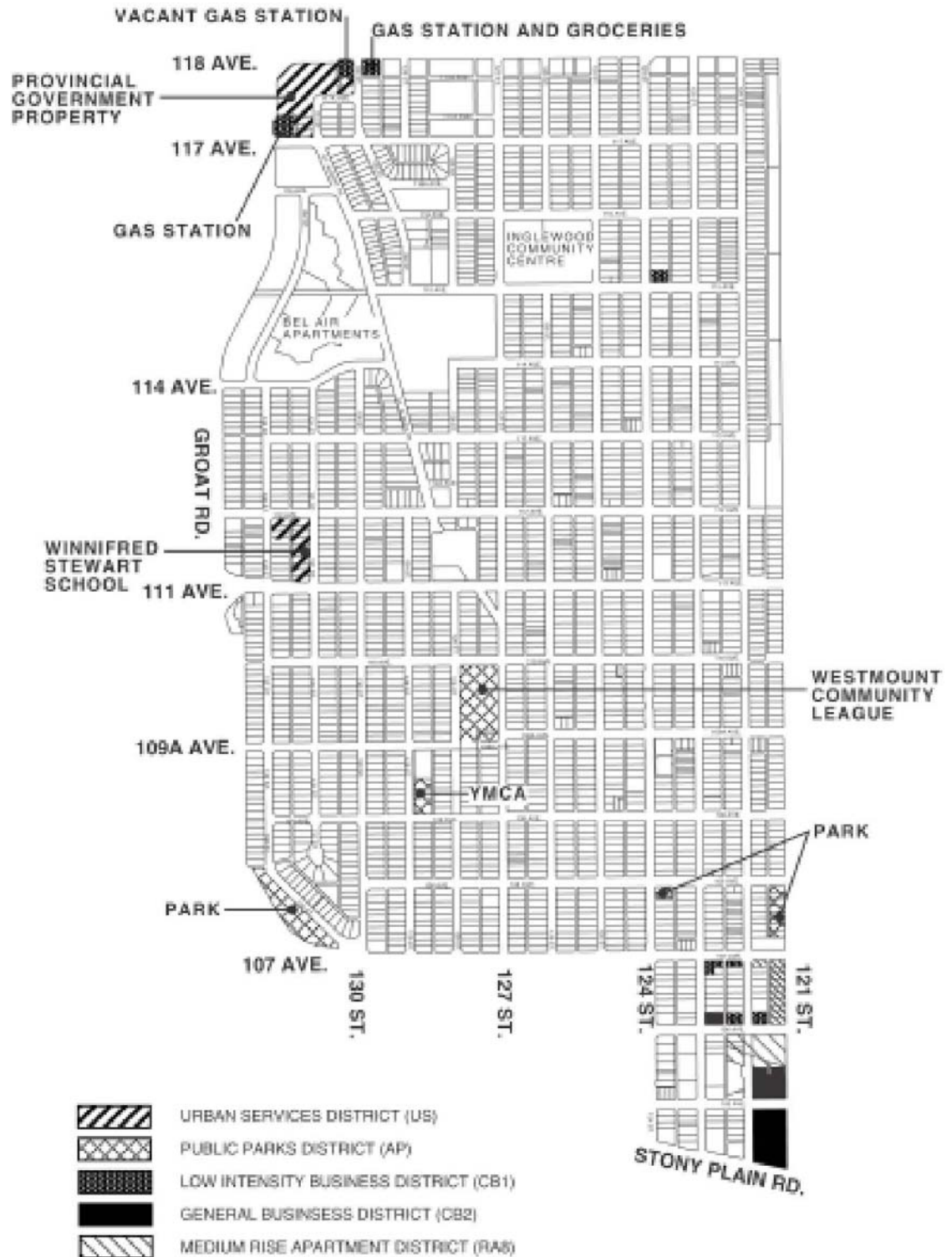
The districting adjustments are shown on Map 16.

Bylaw 15511, July 19, 2010

A development permit for a 3 storey residential building with 66 units was issued on May 20, 2010 for this site. The approved rezoning will allow the development of an additional storey (additional 22 residential units). The DC2 provision increases the residential Floor Area Ratio to 2.5 therefore making a fourth storey of residential development possible. The total number of residential units will be 88 for a density of 253 dwellings per hectare. All parking stalls will be located underground and will be accessed off of the rear lane. Refer to Map 17.

MAP 16 LOCATION MAP FOR DISTRICTING ADJUSTMENTS

Bylaw 12551 April 2, 2001



PART III LAND USES

- Introduction
- Description of Land Use Districts

INTRODUCTION

This section outlines the land uses in the West-Ingle Area Redevelopment Plan. The land use districts in West-Ingle are shown on Map17 and the area of application, rationale and specific provisions for discretionary uses are described below.

Where specific provisions affecting the consideration of Discretionary Uses are indicated, the Development Officer will use them in his/her discretion to approve, refuse or impose appropriate conditions on a development of a discretionary use in order to implement the specific provisions of the Plan, pursuant to Section17 of the Land Use Bylaw.

Where specific provisions affecting the consideration of Discretionary uses are not indicated, the regulations of the Land Use Bylaw pertaining to the District apply.

Bylaw 12925 January 9, 2002

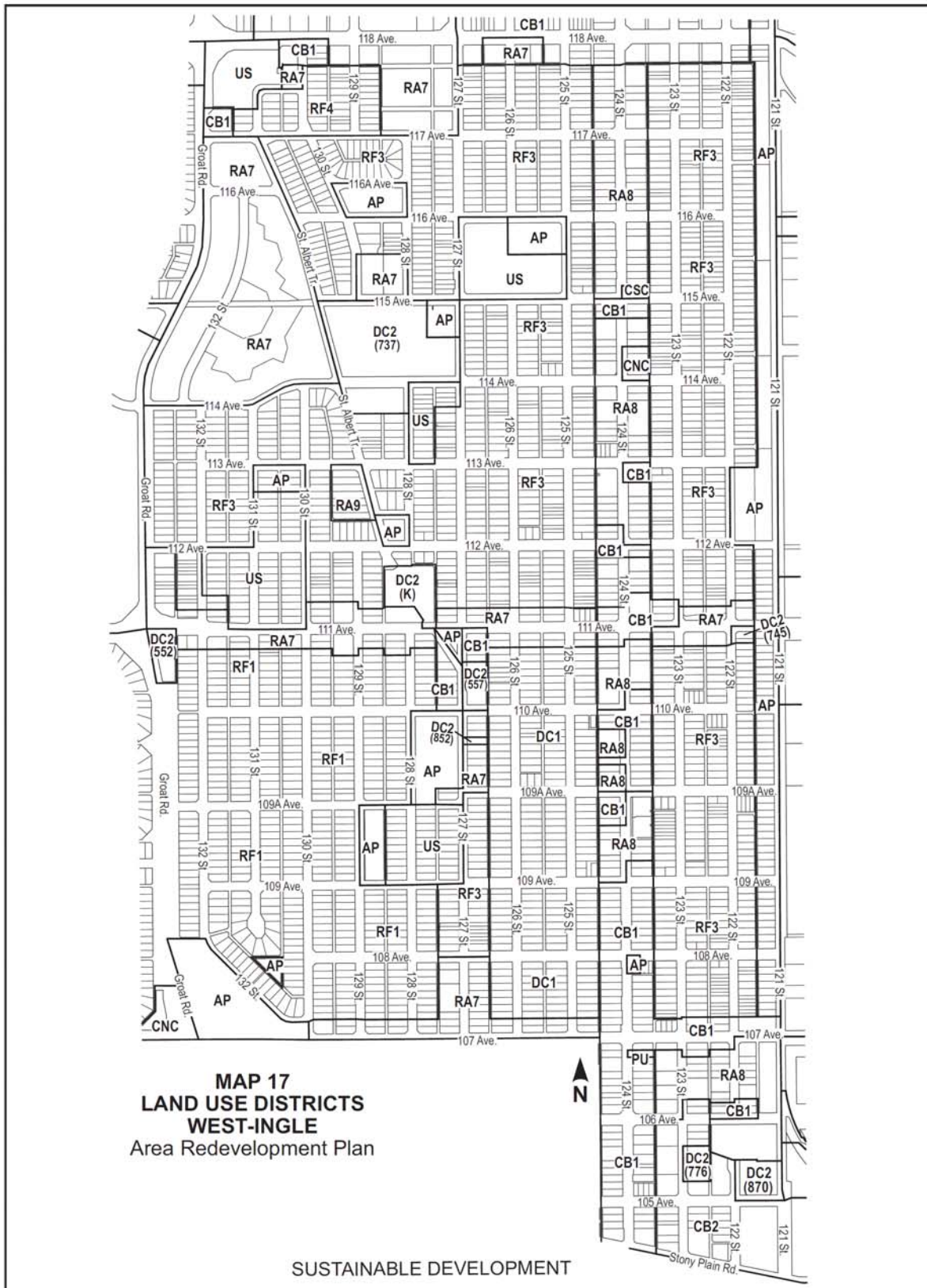
The Planning and Development Department will be responsible for the preparation of amendments to this Area Redevelopment Plan for Council approval, after a general meeting in the community, prior to Council's consideration of:

1. any development that substantially changes any objective or policy of the Plan;
2. any major new civic projects undertaken for arterial roadways or parks and recreation facilities which have not been described already in this Plan: and
3. where directed by Council.

The Plan amendment will be comprised of the following components:

1. full map and text amendments along with a discussion outlining the new planning rationale for the land use rezoning or other planning decision; and
2. circulation of the proposed Plan amendment and notification to the affected property owners and the Community League.

Bylaw 15140, April 29, 2009



**RF1(Single Detached Residential) District
(Section110 Land Use Bylaw)**

Area of Application:

Generally the area west of Groat Road and east of 124Street, between 107Avenue to the south and 111Avenue to the north.

Rationale:

To provide a district primarily for single detached housing in order to maintain the single family character of this portion of West-Ingle.

**RF3(Low Density Redevelopment) District
(Section 140 Land Use Bylaw)**

Area of Application:

Generally, the area between Groat Road on the west and the CN right-of-way at 121 Street on the east, on the south to 111 Avenue, 124 Street and 107 Avenue further to the south.

Rationale:

To provide a district primarily for single detached and semi-detached housing while allowing small-scale conversion and infill redevelopment to housing forms containing up to four dwellings per building. All regulations for permitted and discretionary uses are contained in Section 140 Low Density Redevelopment District (RF3) in the Land Use Bylaw.

**RF4(Semi-detached Residential) District
(Section150 Land Use Bylaw)**

Area of Application:

Generally the area enclosed by 118 Avenue on the north, 129 Street on the east, 117 Avenue on the south and 131 Street on the west.

Rationale:

To provide a district primarily for semi-detached housing.

RA7 (Low Rise Apartment)

District (Section 210 Land Use Bylaw)

Area of Application:

Generally along arterials that border the neighbourhood, 118 Avenue, and 107 Avenue, 111 Avenue and the Bel Air Apartments site adjacent to Groat Road.

Rationale:

To provide a district for low-rise apartments. Comprehensively planned developments will be encouraged for the Bel Air Apartments site according to the guidelines for development contained in Policy 6. Policy 7 described guidelines for redevelopment of the Princess Apartments south of 118 Avenue between 127 and 128 Streets.

RA8(Medium Rise Apartment) District (Section 220 Land Use Bylaw)

Area of Application:

Generally the non-commercial properties along both sides of 124 Street between 109 Avenue and 118 Avenue.

Rationale:

To provide a district for medium rise apartments.

RA9(High Rise Apartment) District (Section 230 Land Use Bylaw)

Area of Application:

Generally the area enclosed by 113 Avenue on the north, St. Albert Trail on the east, 112 Avenue on the south and 130 Street on the west.

Rationale:

To provide a district for high-rise apartments.

**CNC(Neighbourhood
Convenience Commercial)
District (Section 310 Land
Use Bylaw)**

Area of Application:

A portion of 124 Street at 114 Avenue and at Groat Road and 111 Avenue.

Rationale:

To provide a district for convenience commercial and personal service uses which are intended to serve the day-to-day needs of residents within new or established neighbourhoods.

**CB1(Low Intensity
Business) District
(Section 330 Land Use
Bylaw)**

Area of Application:

Bylaw 12380 August 21, 2000

The portion of 118 Avenue between 122 Street and 125 Street and 128 Street, portions of 124 Street between 107 Avenue and 115 Avenue, the portion of 127 Street between 110 and 111 Avenues, the portion of the north side of 106 Avenue on the west and east side of 122 Street, and the north side of 107 Avenue between the CNR tracks and 124 Street, on the south side of 107 Avenue between the west side of 122 Street to 124 Street, and the portion of 115 Avenue between 124 Street and 123 Street, at Groat Road and 117 Avenue.

Rationale:

To provide a district for low intensity commercial, office and service uses located along arterial roadways that border residential areas

**Specific Provisions
Affecting Consideration of
Discretionary Uses:**

The Development Officer will have regard for the following guideline when reviewing development applications for Discretionary Uses. Discretionary Uses are discouraged which pose a noise or traffic nuisance, generate a high demand for parking or occupy a large amount of floor space, such as the following uses:

- a. Automotive equipment and repair shops
- b. Automotive/minor recreational vehicle sale/ rentals
- c. Drive-in Food Services
- d. General Retail Stores with a gross floor area greater than 1,000m² (10,763.90sq.ft.)

**CB2(General Business)
District (Section 340 Land
Use Bylaw)**

Area of Application:

Bylaw 9764 May 28, 1991

The portion of the Plan area bounded by Stony Plain Road, 106Avenue, 122Street and the west side of 123Street, and the portion of the Plan area on the north-east corner of 123Street and 106Avenue.

Rationale:

Bylaw 9764 May 28, 1991

To provide a District for businesses which require large sites and a location with good visibility and accessibility along, or adjacent to, major public roadways.

**US(Urban Service) District
(Section 510 Land Use
Bylaw)**

Area of Application:

The Alberta Health Care Building at 11759 - Groat Road, Inglewood Elementary School at 11515 - 127Street, St.Andrew Elementary School at 11342 - 127Street, Westmount Junior High School at 11125 - 131Street, Winnifred Stewart School at 11130 - 131Street and Westglen Elementary School at 10950 - 127Street.

Rationale:

To provide a district for public and privately owned facilities of an institutional or community service nature.

**AP(Public Parks) District
(Section 530 Land Use
Bylaw)**

Area of Application:

Bylaw 9764 May 28, 1991

The ornamental park between 128 and 129Street and 116 and 116AAvenue, the Inglewood Community League site at 116Avenue and 125Street, a portion of the athletic field of Westmount Junior High School at 113Avenue between 130 and 131Streets, the parkette at 112Avenue and St.AlbertTrail, the buffer strip adjacent to the CN rail line at 121Street, the Westglen playground at 109AAvenue and 129Street, a parkette in the interior of the block bounded by 130 and 132Street, GroatRoad and 109Avenue, the park at 107Avenue and GroatRoad, the park at the south east corner of 124Street and 108Avenue, the strip of land between 108Avenue and 107Avenue and bounded by the lane on the west side and the CN tracks on the east side, the Westmount Community League site at 10978 - 127Street and the YMCA at 12840 - 109Avenue.

Rationale:

To establish an area of public land for active and passive recreational uses.

**DC2(Comprehensively
Planned Development)
District (Section 720 Land
Use Bylaw)**

Area of Application:

Bylaw 14974, December 15, 2008

St. Andrew's Centre at 12720 - 111 Avenue. *The parcel of land east of St. Albert Trail and south of 115th Avenue, formerly known as the Charles Camshell Hospital.*

Rationale:

To provide a Direct Control District to enable major, comprehensively planned and designed development creating a unique, integrated and high quality urban environment, which is compatible with surrounding development and complies with applicable Statutory Plans but which could not be accommodated under any other land use district in the Land Use Bylaw.

**DC5(Site Specific
Development Control)
District (Section 750 Land
Use Bylaw)**

Area of Application:

A portion of the east side of 127 Street south of 118 Avenue.

Rationale:

To provide a Direct Control District for the creation of site specific land use regulations in respect of specific sites within the City where the circumstances relating to the development of a specific site are such that regulation and control by means of the other land use districts provided for in the Land Use Bylaw would be inappropriate or inadequate, having regard to existing or future surrounding developments and to the interest of the applicant and the public generally.

**DC1(Direct Development
Control) District
For The Westmount
Architectural Heritage
Area**

*Note: The following section “DC1(Direct
Development Control) District For The
Westmount Architectural Heritage Area”
was added through Bylaw 11421
February 10, 1997*

A Westmount Architectural Heritage Area Community Initiative

1. General Purpose

To establish a Direct Control District for single detached residential development and associated uses, as found under the RF1 (Single Detached Residential) District, in the Westmount Architectural Heritage Area so as to continue the tradition of heritage and community as originally conceived in the subdivision and architecture of the Area. The District is based on the RF1 Regulations but with additional Development Criteria and accompanying voluntary Architectural Guidelines, as written and developed by residents of the Area, that are intended to preserve the Area’s unique historical streetscape and architectural features, reflecting the character, location and proportions of existing structures from the early 1900s in the Area, including: Boulevards with mature trees; continuous sidewalks; rear lane access to on-site parking; verandahs; and other features as originally conceived in subdivision plans and architectural designs of the early 1900s.

2. Area Of Application

The lands legally described in Schedule “B” to Bylaw 11420, being the portion of Westmount between 107 Avenue and 111 Avenue, the lane west of 124 Street and the lane east of 127 Street, known as the Westmount Architectural Heritage Area as contained within the boundaries of the West-Ingle Area Redevelopment Plan.

3. Uses

The following uses are prescribed for lands designated DC1 pursuant to Section 710.3 of the Land Use Bylaw.

- a. Single Detached Housing
- b. Minor Home Occupations
- c. Religious Assembly, where lawfully existing on a site in the District at the effective date of this Bylaw on the same site only.
- d. Limited Group Homes
- e. Group Homes
- f. Foster Homes
- g. Child Care Services
- h. Major Home Occupations

4. Development Criteria

The following development criteria shall apply to the prescribed uses pursuant to Section 710.4 of the Land Use Bylaw:

- (a) The regulations of the RF1 District shall apply, except where superseded by the development criteria contained herein.
- (b) Vehicular access to on-site parking shall be as follows:
 - (i) where a lane abuts a lot, vehicular access to on-site parking shall only be from an abutting lane; and,
 - (ii) where corner or interior lots do not abut lanes, vehicular access to on-site parking shall only be from the avenue, as opposed to the street.
- (c) Front Yards shall be a minimum of 6.0m (19.7 ft.) except that the Development Officer may reduce the minimum Front Yard requirements, where one or more adjacent properties exhibit similar variations from the RF1 regulations, to a minimum of 3.0 m (9.8 ft.). Any development located between 3.0 m (9.8 ft.) and 6.0 m (19.7 ft.) of the front lot line shall have a maximum Height of one storey or 3.3m(10.8ft.).
- (d) Garages shall be built as follows:
 - (i) where the garage is a detached, and the vehicle doors of the detached garage face a lane abutting the lot, no portion of the garage shall be located less than 4.88 m (16.0 ft.) from the rear property line, except that the distance may be less if, in the opinion of the Development Officer, it is consistent with the location of other garages in the same block face;, and,

- (ii) no part of a garage shall be located between the front facade of a principal Dwelling and an abutting avenue or street.
- (e) Each Dwelling shall have an entranceway incorporated into the front facade of the Dwelling facing onto a street or avenue.
- (f) Where the lot width is 15.25 m (50 ft.) or more and the length 45.72 m (150 ft.) or more, the minimum Rear Yard shall be 10.0 m (32.8 ft.).
- (g) For those development applications involving the architectural treatment of new construction and additions to existing development, the Development Officer shall make the development applicants aware of the voluntary Architectural Guidelines as developed and written by the Westmount Architectural Heritage Area Residents Association, outlined in Section 5.

5. Architectural Guidelines

The following Architectural Guidelines, as developed and written by the Westmount Architectural Heritage Area Residents Association, are intended to assist development applicants with the architectural treatment of new construction and additions to existing developments proposed in the Area. Adherence to these Guidelines on the part of the applicants is voluntary. The Guidelines are in keeping with Policy 1 of the West-Ingle Area Redevelopment Plan, which states in part that: "Property-owners in this area are encouraged to renovate or rebuild in the architectural styles which characterized WestIngle between 1912 and 1925". The Guidelines are as follows:

- (i) double hung or multi-pane windows should be not wider than 0.9 m (3.0 ft.) and not taller than 1.8 m (6.0 ft.) with transparent glazing as opposed to translucent or glass block;
- (ii) consistent exterior finishes, cladding materials and architectural treatments are used on all sides of the building;
- (iii) exterior cladding is wood-type or shingle-type siding or a combination of the two and is horizontally oriented with a maximum exposed board height of 13.0 cm. (5.0 inches);
- (iv) the principal roof of the house has a slope of 5:12 (38 degrees) or greater. Gables or dormers on the front

elevation are encouraged,

- (v) roofed but not enclosed front verandahs with flooring, columns, guard rails of wood construction, and piers of wood, brick or stone construction are included,
- (vi) if the front porch is two stories in height there should be an eave at the single story level;
- (vii) front entry lighting and front yard lighting is sufficient to light the front yard at night; and,
- (viii) any further Guidelines as prepared by the Westmount Architectural Heritage Area Residents Association and submitted to the Development Officer for the information of development applicants in the Area.

WEST-INGLE AREA REDEVELOPMENT PLAN APPENDICES

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APPENDIX I

A SHORT HISTORY OF WESTMOUNT AND INGLEWOOD

ACKNOWLEDGMENTS

The Planning and Development Department would like to thank two long time residents of the Westmount and Inglewood areas, Joan Torguson and Leona Scott, for their invaluable help in the preparation of this history.

INTRODUCTION

The following describes the evolution of the communities of Westmount and Inglewood. It is divided into sections which identify specific aspects of the neighbourhood. The history is by no means complete. It does however, offer a basis upon which the evolution of the neighbourhood can be comprehended and identifies areas where further research could be undertaken.

RESIDENTIAL DEVELOPMENT

Most of the land in West-Ingle was originally owned by two men: Malcolm Groat, whose River Lot #2 stretched from 121 Street to 135 Street south of 109 Avenue; and John Norris, whose farm lay just east of 121 Street north of 109 Avenue. Even though the area east of 127 Street was incorporated into Edmonton in 1904, and the remainder was incorporated in 1908, West-Ingle still remained unsettled and undeveloped during this period. At that time, because there were few planning restrictions, developers constructed as many buildings per lot as possible. Consequently, redevelopment today has occurred slowly throughout the Westmount area because a landowner would have to buy two or more houses per lot in order to redevelop those lots. Inglewood, in contrast, redeveloped at a quicker, more uniform pace after planning bylaws were in

place which necessitated one building per lot. It would appear that the name “Westmount” came from a Montreal neighbourhood of the same name. (It may have been that a developer from Montreal first subdivided the area.) Inglewood is likely named after a community also of the same name, located in southern Ontario. Westmount’s present boundaries (121 Street west to Groat Road, 107 Avenue north to 111 Avenue) were selected around 1910. This proved to be a prelude to the area’s first great spurt of development which occurred during the great land boom of 1911-13. Taking advantage of the expanding market for houses in Edmonton, developers purchased the land from Groat and Norris and began to erect a large number of homes without specific buyers (in those days, a new idea). Most of these homes were constructed to the east of 127 Street, as was the case earlier to the south in Groat Estate.

Westmount developers generally aimed at attracting young professionals to the neighbourhood. As a result, a large number of doctors, lawyers and educators who were in the early phases of their career, settled in the area. This can be contrasted with Groat Estate where the more wealthy and established professionals tended to gravitate, and Inglewood (north of 111 Avenue) which attracted civil servants, railway workers and tradesmen. This contrast was also shown by Westmount houses which “struck a median between the extravagance of Groat Estate and the modesty of Inglewood. Clapboard replaced brick, but the houses still had some of the amenities such as fireplaces, large kitchens and verandas.” (Historical guide to Westmount).

DEVELOPMENT OF COMMUNITY FACILITIES

Churches

Westminster United Church, 12330 - 113 Avenue. Reverend W. A. Lewis started Albany Avenue Methodist Church in 1912 at 110 Avenue and 128 Street. It became Westmount United in 1925 with the church union, and in 1946 the congregation moved to 124 Street and 113 Avenue. At this time the name changed to Westminster United. The present structure at 12330 - 113 Avenue was built in 1956.

St. Peter’s Anglican Church, 11035 - 127 Street. The original building was called St. Peter’s Mission and was built around 1913. Also, the original building was pulled to its present site in 1921 by a team of horses.

St. Andrew’s Catholic School, 11342 - 127 Street. St. Andrew’s parish was established by Archbishop O’Leary in 1927. Previous to that, the Catholic community had been served by the Jesuit

College. As the college chapel became overcrowded, it proved necessary to secure other facilities. A building was purchased in north Edmonton and moved to the St. Albert Trail and 111 Avenue site. It served the parish until the construction of the present church in 1955.

Former Westmount Presbyterian Church was on the site of the present Unitarian Church located at 110 Avenue and 126 Street. Westmount Presbyterian Church moved to south of Westmount Shoppers Mall.

Community League

Westmount Community League is one of the oldest in Edmonton. In 1929 the community league building was moved by horses from 67 Street and 129 Avenue to 109A Avenue and 127 Street. The Community League was one of the first in the city to actively pursue a recreation policy, sponsoring the construction of tennis courts and an outdoor rink in 1921.

Inglewood's growth started after World War II and therefore there was little need for a league building, hence the Westmount facility was used from 1910 to 1950. But by 1950 it was large enough to establish its own community league at 12515 - 116 Avenue and was built through volunteer labour. The building's construction was supervised by Lloyd Wood who lived at 126 Street and 107 Avenue. (See "Important People").

Edmonton Jesuit College was founded in 1913. Students from all over Canada attended since it was the only classical college in Western Canada. Such a college offered courses in Greek, Latin literature and language. It was located on the site now occupied by the Charles Camsell Hospital. The land on which the college was located was donated by John Norris. The Americans took over the college during World War II and upon the completion of the war the Department of Veterans Affairs assumed control of the building and converted it to a Tuberculosis Hospital. The Charles Camsell Hospital was constructed soon after.

Public Schools

Westmount Public School, built in 1914, is one of the oldest in the city. The land was bought from Norris's farm and the first school was a two-storey structure constructed on 128 Street between 110 and 111 Avenues. Previous to that, classes were held in several locations throughout the area.

COMMERCIAL AND INDUSTRIAL DEVELOPMENT

One of the first attractions in the West-Ingle area was the St. Albert Trail which headed northwest from Fort Edmonton passing the “Norris and Carey” store. The trail then headed for St. Albert where it split into two trails, one leading to Fort Assiniboine dating from 1825 and another to Lac St. Anne and Jasper dating back to 1842. Since the trail was heavily used it became an ideal location for store which catered to travellers. This occurred during the early part of the century. By 1913, 124 Street had a streetcar line which increased its attraction as a location for mixed commercial outlets.

Prohibition was first introduced to the Province by way of a plebiscite in 1915 when the Province voted to go dry. As a result, moonshine stills and rum runners occurred along the trail in the Inglewood area since it was mostly gush and swamp.

From 1915 onwards, 124 Street became more and more developed with grocery stores, meat markets, laundries and bakeries. This redevelopment pressure was done at the expense of demolishing a number of circa 1913 homes, only one of which still remains, the original home of Robert Ferdinand Stelck, located at 109A Avenue. A number of other commercial and light industrial businesses grew in the West-Ingle area other than those found on 124 Street.

TRANSPORTATION

The West-Ingle area was subdivided around 1910 when a grid pattern of streets and avenues was surveyed. Many maples and poplars were planted up and down 125 and 126 Streets in the same year. The trees however, were chopped down and were replaced with elm trees around 1940.

Streetcar service was developed by the Edmonton Radial Railway Company in 1908 and ran until around 1950. The streetcar ran through the community to supply transportation service to the Calder railway yards. There were three lines which ran through the West-Ingle area, and were first started in 1913. The first was the Blue and White line which ran up 124 Street and turned at 112 Avenue. There was also the Orange and Green line which ran up to 124 Street to 118 Avenue then jogged west to 127 Street and ran up to Calder. The streetcar ran every two to three minutes during rush-hour transporting railway workers to the Calder rail yards. The third line was named the Blue Line and also turned at 112 Avenue.

IMPORTANT PEOPLE

The following descriptions identify prominent residents of West-Ingle who became known over the years for their contribution to their neighbourhood, city, province or country.

John Norris greatly influenced the development of the area. He owned River Lot Number 2 (west of Hudson's Bay Company Reserve) and started a saw and grist mill on Kenny MacDonald's property east of the hamlet of Edmonton during 1880. He was also co-owner of the Norris and Carey store located approximately at 98 Avenue and 110 Street. He came from Scotland in the 1840's and worked for the Hudson's Bay Company as a boatman between Edmonton and York Factory. In 1864 Norris and George Flett were in charge of the first brigade of Red River carts to travel from Winnipeg to Edmonton. Norris was well-known in the Edmonton area for his involvement in the Board of Trade, Old Timers' Association, and his firm Norris and Carey. An intriguing and energetic man, Mr. Norris served as a liaison between Metis and local settlers during the Riel Rebellion.

Peter Elliot lived at 12728 - 112 avenue and was born in Edmonton, the son of a Federal Customs Officer. He attended Westmount School and after graduating from Victoria School he went to work as a copyboy for the Edmonton Journal in 1938. Mr. Elliot worked for the Journal for approximately 10 years. His reputation put him in good stead and in 1948 he became Executive Assistant to Premier Manning. After thirteen years he left that post in favour of the Chairmanship of the Alberta Liquor Control Board.

Justice William Morrow lived at 11304 - 125 Street. Born in 1917, he attended Westmount Public School and then went on to the University of Alberta receiving his law degree in 1939. Mr. Justice Morrow served as Supreme Court Judge in the Northwest Territories and was a member of the Supreme Court of Alberta.

Lloyd Wood lived at 11308 - 126 Street. He came to Edmonton in 1914 as Physical Education Director of the Y.M.C.A. Mr. Wood quickly became an outstanding member of the community. A founding member of the Edmonton Federation of Community Leagues, he served as President during his early years. Among his contributions to the community was the establishment of the first public skating rink. He was also the Chairman of the Royal Alexandra Hospital Board for ten years, served as President of the Edmonton Maritimer's Association, (the first such association in Canada), and was an early President of the Property Owners Association.

Dr. Norman Terwilliger lived at 10727 - 125 Street. He was a pioneer surgeon and general practitioner from 1912 and practised in Edmonton for over thirty-five years. He was a member of the Royal Alexandra Hospital staff and served terms as President of the Edmonton Academy of Medicine and the Alberta Medical Association.

Matt Berry lived at 10828 - 122 Street. He was well known for his contribution to the development of northern Canada. His numerous contributions have been of outstanding benefit to Canadian aviation. Matt Berry stands among the significant pilots to open up Canada's north and he holds a well-deserved place in Canada's Aviation Hall of Fame.

Percy Page lived at 10947 - 123 Street. Moving to Edmonton in 1912, Dr. J. Percy Page began his life here as a teacher at Victoria Composite. Two years later, he moved to McDougall Commercial High School, the spawning grounds of the Edmonton Commercial Grads. Dr. Page coached the World Champion Ladies Basketball Team from 1914 - 1940. After his retirement from teaching in 1952, Dr. Page won a seat in the Alberta Legislature as a Progressive Conservative representative. Previously, he had been an Independent from 1940 - 1948 and leader of the Opposition for the last four of those years. In 1959, he was appointed Lieutenant-Governor of Alberta.

Frederick Fisher lived at 10953 - 123 Street. He was an early Secretary of the Board of Trade and was best known for his outspoken views on land speculators and absentee landlords.

Charles Grant lived at 11024 - 123 Street. He came to Alberta in 1905 and was active in public service for most of his life. Although he never attended University, he practised law until the age of 84, making him Alberta's if not Canada's oldest practising lawyer. He was appointed Kings Counsel and received an honorary Doctor of Laws Degree from the University of Alberta. An early supporter of the Yellowhead Highway, he was instrumental in persuading the Government to build a good road from Edmonton to Jasper. Mr. Grant was a founding member of the American Motor Association in 1925 and served as the first Canadian to become its Director.

George Walters Gorman lived at 11050 - 123 Street. The Gorman family moved to 123 Street in the early 1920's. He was the Chief Inspector of Schools and had been School Inspector at Carstairs, High River and Calgary, as well as Principal at Norwood School in 1911. He went on to become the Deputy Minister of Education before his death in 1935.

CHRONOLOGY OF EVENTS

(List based in part on Edmonton: A History by J. G. MacGregor).

1873	Survey of Hudson's Bay Reserve.
1904	Edmonton incorporated as a City, annexation included areas east of 127 Street.
1905	Alberta becomes a Province.
1906	Edmonton confirmed as Capital of Alberta.
1908	Remainder of West-Ingle area incorporated with Edmonton.
1908	Streetcar system started.
1910	Westmount's present boundaries, 121 Street west to Groat Road, 107 Avenue north to 111 Avenue was subdivided.
1911-1912	Flurry of redevelopment occurred which was part of the City's land boom.
1912	Albany Avenue Methodist Church began.
1913	124 Street was paved and a streetcar line was constructed along it.
1913	Edmonton Jesuit College founded.
1914	City streets renamed.
1914	Westmount Public School completed.
1919	Westmount Community League was formed.
1927	St. Andrew's Parish began by Archbishop O'Leary.
1929	Safeway store opened and was one of the first in the City.
1938	Roxy Theatre opened.
1939-1940	Westglen High School opened.
1950	Inglewood Community League formed.
1950	Edmonton Radial Railway Company ceases operation.

APPENDIX II

LIST OF HERITAGE HOMES IN WEST-INGLE

Older West-Ingle homes (those dating between 1919 and 1925) have been evaluated according to a “Neighbourhood Heritage Evaluation Check List” developed by the Edmonton Historical Board. These houses were evaluated according to the presence of the following architectural features contained in the checklist; two to two and a half storey height with a “all and narrow” proportion, front facing dormers, narrow clapboard siding, multi-paned vertical windows and porches which extend the whole front of the building.

Homes that have retained these architectural characteristics are described as heritage homes and have been added to the City of Edmonton Register of Heritage Buildings maintained by the Edmonton Historical Board (see Policy 2 Register of Heritage Buildings). West-Ingle homes that are in the Registry of Heritage Buildings are listed below.

122 Street	123 Street	125 Street	126 Street	127 Street
10818	10718	11003	11103	11117
10828	10724	11006	11128	11118
10914	10728	11007	12614 - 112 Ave.	11119
10918	10729	11011	11206	11121
10922	10748	11013	11224	11122
10970	10806	11014	11231	11131
10974	10829	11017	11235	11134
10978	10830	11018	11236	11139
11206 - 111 Ave.	10833	11024	11240	11204
11108	10838	11033	11304	11208
11118	12224 - 109 Ave.	12426 - 111 Ave.	11308	11209
11132	10904	12422 - 111 Ave.	11318	11214
11138	10912	12428 - 111 Ave.	11342	11217
12211 - 112 Ave.	10920	11102	11428	11221
11422	10924	11124	11437	11223
11506	10929	11131		11225
11512	10935	11140		11229
11526	10947	11142		11230
11534	10951	11217		11317
11542	10953	11223		11322
11546	10967	11227		12720 - 112 Ave.
	10993	11308		12939 - 112 Ave.
	10996	11312		11141 - 130 St.
	11014	11418		
	11117	11422		
	11122	11425		
	11131	11427		
	11135			
	11137			
	11204			
	11208			
	11209			
	11211			
	11222			
	11223			
	11226			
	11234			
	11238			
	11239			
	11244			
	12220 - 113 Ave.			
	11330			
	11338			
	11344			
	11403			
	11512			
	11531			
	11539			

APPENDIX III

NEIGHBOURHOOD HERITAGE EVALUATION CHECKLIST

ADDRESS _____ DATE _____

I SIDING

A. Change in materials: YES NO

such as new stucco (), new cedar boards (), synthetic siding (), or

B. New siding over whole house (), partially only ()

C. Change in scale or texture: YES NO

such as wide siding () instead of narrow

D. Detail obscured or removed: YES NO

such as eave brackets removed (), window or door trim partially covered by new material (), or use of aluminium corner strips ()

E. Soffits inappropriate: YES NO

Comments: _____

II ROOFING

Present material is: (pick one)

asphalt shingles () cedar shakes () wood shingles () other ()

III OPENINGS (doors and windows)

A. How many windows () and doors () are visible?

B. Of these, how many have been altered or changed in:

_____ shape

_____ materials (metal vs. wood)

_____ type (casement or sliding vs. double-hung)

_____ pattern (muntins)

New openings made in wall? YES NO

A.	Dormers added, remodelled or removed?	YES	NO
B.	Verandah added, remodelled or removed? (including windows)	YES	NO
C.	second floor porch added, remodelled or removed? (including windows)	YES	NO
D.	Other new rooms or major additions?	YES	NO
E.	Are these new additions out of character?	YES	NO

Are the following details inappropriate?

new or re-covered chimney ____YES __ NO color:_____YES ____NO

aluminium storm doors/windows YES __ NO other:_____YES ____ NO

YES /NO

Surveyed by: _____ Date: _____

ADDRESS:

--

APPENDIX IV

HISTORIC STREET NAMES IN WEST-INGLE

(1910 and before)

The following is a list of the historic names of streets and avenues in West-Ingle. With support and funding by residents streets names could be re-introduced in West-Ingle at mid block or engraved in the sidewalk at intersections. Adding street names in West-Ingle particularly in the Architectural Heritage Area bounded by 110 Avenue (Albany Avenue) on the north, 125 Street (St. Catherine Street) on the east, 107 Avenue (Short Avenue) on the south and 126 Street (Groat Street) on the west will contribute to preserving the older character of West-Ingle.

122 Street	Notre Dame Street
123 Street	Saint James Street
124 Street	Edward Street
125 Street	Saint Catherine Street
126 Street	Groat Street
127 Street	Park Street
128 Street	First Street
129 Street	Second Street
130 Street	Third Street
131 Street	Fourth Street
132 Street	Fifth Street
107 Avenue	Short Avenue
108 Avenue	Coot Avenue
109 Avenue	Green Avenue
109A Avenue	Saint Lawrence Avenue
110 Avenue	Albany Avenue
111 Avenue	Muskoka Avenue
112 Avenue	Nipigon Avenue
113 Avenue	Brazeau Avenue
114 Avenue	Stikeen Avenue
115 Avenue	Okanogan Avenue
116 Avenue	Yukon Avenue
117 Avenue	Pembina Avenue
118 Avenue	Alberta Avenue