



Historic East Calgary Communities

Local Area Plan

The Draft Local Area Plan (LAP) has been created using the Guidebook for Great Communities (the Guidebook) presented to the Standing Committee on Planning and Urban Development 04 March 2020. Any resulting changes to the Guidebook would result in changes to the attached draft LAP.

Draft - June 2020
engage.calgary.ca/GreenLineCommunities/IR

Disclaimer:

There are two outstanding pieces of work that impact the Local Area Plan.

1) The Draft Local Area Plan (LAP) has been created using the Guidebook for Great Communities (the Guidebook) presented to the Standing Committee on Planning and Urban Development 04 March 2020. Any resulting changes to the Guidebook would result in changes to the draft LAP.

2) The Draft LAP has incorporated placeholder policy for Heritage Conservation Tools and Incentives, which have not yet been approved by Council. Changes to the proposed tools and incentives would result in changes to the draft LAP.

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Historic East Calgary Communities Local Area Plan

QUICK REFERENCE GUIDE

The following is a quick reference guide to the *Historic East Calgary Communities Local Area Plan* (Plan). Here you will find a summary of the Plan and its relationship to *The Guidebook for Great Communities* (Guidebook), and the *Municipal Development Plan* (MDP). The Plan and the Guidebook must be read together. The Guidebook provides the foundational framework and policies for creating great communities, while the Plan offers additional specific local guidance.

Municipal Development Plan

Calgary's *Municipal Development Plan* sets out a vision for how Calgary grows and develops over the next 30 to 60 years. The policies in Volume 1 of the MDP inform Local Area Plans by providing a city-wide level of direction on land use, urban form and transportation that is interpreted and applied within a local-planning context. Specifically, the MDP also identifies broad urban form typologies for the entire city including Neighbourhood Main Streets that have been applied in the *Historic East Calgary Communities Local Area Plan*.

The Guidebook for Great Communities

The Guidebook for Great Communities establishes the basic, foundational policies for the Plan Area that are supplemented or superseded by community specific vision and policy set out in this Plan. The policies in the Guidebook seek to create and maintain great communities for everyone and build upon the implementation of the MDP.

Historic East Calgary Communities Local Area Plan

The *Historic East Calgary Communities Local Area Plan* provides the long-term vision specific to the area and articulates a broad strategy for accommodating community growth and change. Community-specific policies related to land use planning and development are also included.

HOW TO USE THIS PLAN AND GUIDEBOOK

The following provides a summary of how everyone from the public to a developer can best use this document. Key content of the Plan is summarized below along with references to applicable sections of the Guidebook that apply to the Historic East Calgary Communities and must be read along with this Plan.

Chapter 1: Visualizing Growth

Chapter 1 of the Plan contains contextual information, the plan vision and core ideas that support this vision. The vision and community context guide the application of this Plan and will continue to direct planning and development in the Historic East Calgary Communities through implementation of the core ideas. Users of this Plan should also review Chapter 1 of the Guidebook which provides the overarching goals and principles for great communities (see **Guidebook Chapter 1**).

Chapter 2: Enabling Growth

To achieve the vision and core ideas of Chapter 1, Chapter 2 of the Plan set out the future growth concept for the Historic East Calgary Communities. The Plan utilizes the tools and framework from the Guidebook and specifically applies the urban form categories, scale and policy modifiers as well as related built form, development and general policies to the local context.

Urban Form Categories

Map 4: Urban Form applies the urban form categories of the Guidebook and should be used as a starting point when determining what general function and activity level is envisioned for a specific area. This Plan includes a quick reference guide to each urban form category and readers must review the Guidebook which provides further detail and applicable policies that apply to this Plan (see **Guidebook Chapter 2**).

Scale and Policy Modifiers

Scale and policy modifiers are used to complement an urban form category to provide additional policy for specific locations. Information on which modifiers have been applied to a parcel of land can be found on **Map 4: Urban Form** and **Map 5: Building Scale** of the Plan. The Plan has a quick reference guide to each modifier and readers must review Chapter 2 of the Guidebook which provides additional details and applicable policies that apply to this Plan (see **Guidebook Chapter 2**).

Development Policies

The Plan and the Guidebook offer policies which apply to certain locations as well as general policies that apply on a plan-wide or urban form category basis. This Plan provides general policies as well as policies specific to the 9 Avenue SE Main Street and areas throughout the Historic East Calgary Communities. The Guidebook also contains built form policies, development policies and general policy in Chapter 3 (see **Guidebook Chapter 3**).

Chapter 3: Supporting Growth

Chapter 3 of this Plan identifies specific objectives for supporting growth and change within the Historic East Calgary Communities. This Chapter addresses the question: when growth occurs, how are investments in a community made? This Chapter builds upon policies and direction provided in Chapters 2 and 4 of the Guidebook and identifies specific objectives for supporting growth (see **Guidebook Chapters 2 and 4**).

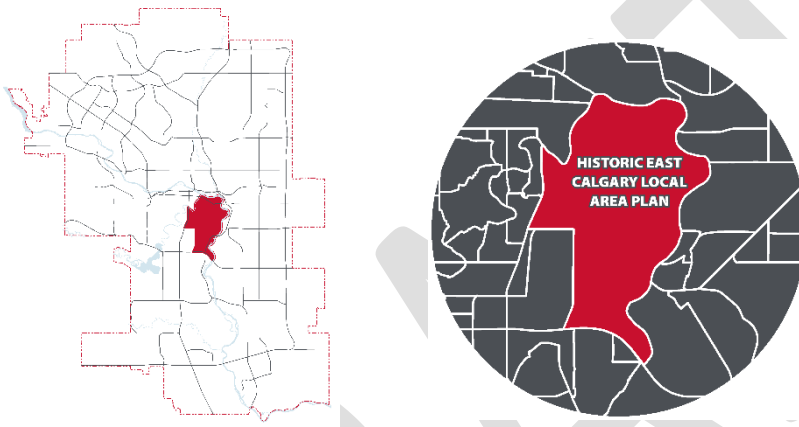
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Chapter 1 – Visualizing Growth

1.1 Introduction

The *Historic East Calgary Communities Local Growth Plan* (Plan) is a statutory policy document (area redevelopment plan), providing the framework for local area growth in the communities of Inglewood, Ramsay and Alyth/Bonnybrook over the long term (**Figure 1: Plan Context**). The Plan will guide growth and development and identifies amenities and infrastructure required to support growth in these communities in order to achieve the Plan’s vision.



Figure 1: Plan Context



Future policy work as indicated on **Map 4: Urban Form** in the remainder of Alyth/Bonnybrook and in the communities of Highfield, Burns Industrial and the northern portion of Manchester will be incorporated into the Plan in the future. In the interim, policies in the Plan shall not apply to this future policy work area until such time that planning work has been undertaken and the Plan has been amended.



Legend

-  Plan Area Boundary
-  Community Boundary

1.2 Vision and Core Ideas

Building upon principles and goals set out in the *Guidebook for Great Communities* and community input, the *Historic East Calgary Communities Local Area Plan* establishes a vision for how growth will be accommodated. The vision and core ideas must direct planning and development decision-making throughout all phases of the planning continuum.

Vision

With strong connections to Bow and Elbow rivers coupled with freight rail and industrial development, Historic East Calgary Communities will continue to evolve as culturally diverse, vibrant and eclectic historic neighbourhoods anchored by the 9 Avenue SE Main Street, Green Line LRT stations and MAX Purple BRT stops.

Core Ideas

Growth in Historic East Calgary will:

- support intensification and economic viability while integrating existing heritage and industrial development;
- provide inclusive and diverse housing options focusing along 8 Street SE, 9 Avenue SE and areas adjacent to Primary Transit Network;
- promote walking, cycling and transit use to access local employment, commercial and amenities, focusing on 9 Avenue SE and 11/12 Street SE; and
- encourage social interaction in parks and open spaces for all ages and abilities.

1.3 Community Context

History

Calgary is located on the traditional territories of the peoples of Treaty 7. This includes: the Blackfoot Confederacy, made up of the Siksika, Piikani, and Kainai First Nations; the Îethka Nakoda Wicastabi First Nations, comprised of the Chiniki, Bearspaw, and Wesley First Nations; and the Tsuut'ina First Nation. Calgary is also homeland to the historic Northwest Métis and to Métis Nation of Alberta, Region 3.

The confluence of the Bow and Elbow Rivers had been a place for cultural exchange and trade, a symbol of the deep interconnectedness of different cultures with each other and the natural world.

Indigenous peoples have lived in the region for at least 12,000 years, dating back to the last ice age. With its sheltering river flats, plentiful wood and water, and warm Chinook winds in the winter, the Calgary area was a preferred seasonal campsite. Archaeological evidence of temporary campsites abound within the city limits. Indigenous people followed an ancient trail that corresponded to 8 Street SE through present-day Ramsay and Inglewood to a ford at the Bow River. The confluence of the Bow and Elbow rivers was an important site for transportation and encampment.

The confluence was chosen by the Northwest Mounted Police (NWMP) as the site for a new fort, which opened in 1875. Before long, a small settlement quickly developed in the vicinity of Fort Calgary, as the post was named in 1876. When the Canadian Pacific Railway (CPR) revealed in 1882 that its transcontinental line would follow a southern prairie route rather than a northern one through Edmonton, squatters and settlers followed the early lead of Métis freighters and Hudson's Bay Company traders and expanded the existing settlement that stood east of the Elbow River to what is now west Inglewood.

The CPR arrived in 1883, and its tracks formed an arc that separated the future Inglewood, Ramsay and Alyth/Bonnybrook communities. The CPR soon laid out a new townsite on its own property in what is now downtown Calgary and began selling lots through its real estate subsidiary. The settlement moved west of the Elbow River at the beginning of 1884 and Calgary was incorporated as a town later that year. Though its land values and development potential were diminished, the northern portion of Ramsay along with west Inglewood were included within the town limits in 1884 and in 1894 Calgary became a city.

Wesley Fletcher Orr (1831-1898), an Ontario businessman, future mayor and Calgary Herald editor, and his partners acquired land from Métis settler Louis Roselle (1821-1891) west of 11 Street SE. The area soon emerged as a mixed residential and industrial district with main street business district on Atlantic Avenue, which is now called 9 Avenue SE. Orr registered a subdivision, Plan A2, in 1887 which included part of Ramsay between Maggie Street SE and the CPR tracks as far south as 17 Avenue SE. His daughter, Margaret Beattie subdivided the land west of Maggie Street SE and north of 17 Avenue SE, in partnership with Mary Schreiber and developer Adam Francis Hirst (A.F.H) Mills. West Ramsay reached its present area in 1906, when The City annexed the area south of 17 Avenue SE and west of today's Spiller Road SE. The area was envisioned as an upper-class neighbourhood and was subdivided as Central Park. In the event, it became Grandview Heights. A.F.H Mills subdivided his own land east of Spiller Road SE as the residential Mills Estate.

Further east, the junction of railway lines developed as a hub of industry. The City purchased the land for use as the CPR's stockyard in 1887. Later, the Alberta Stockyards Company developed a new stockyard at the southern end of that parcel on what is now 26 Avenue SE. It opened right near the four-year old abattoir (slaughterhouse) built by Patrick Burns (1856-1937), the company's majority shareholder.

A self-made millionaire, Burns dominated the meat industry through his ranches, abattoirs, and retail meat markets. Burns was also behind the establishment of a soap factory in the district in 1905. In 1912, he became one of four wealthy ranchers called The Big Four, who offered financial backing to the first Calgary Stampede. Burns sat in the Canadian Senate from 1931 until his death. Burns Avenue is named for him, and this part of the district became known as Burnsland.

East of the tracks, the Calgary Brewing and Malting Company, established in 1892 by rancher Alfred Ernest Cross (1861 – 1932), became a major employer in the area. Its landmark quality and pervasive odour generated the district's early identity as Brewery Flat. Cross was also another of the Big Four ranchers who offered financial backing for the original Calgary Stampede in 1912.

The rest of today's Inglewood east of 15 Street SE was located outside the municipal boundaries until 1907. To the south, Colonel James Walker (1846-1936) established a homestead farm along the banks of the Bow River in 1882. When Walker later subdivided the western portion of his land, including the site of Colonel Walker School, the new subdivision was named Inglewood. The balance of his property eventually became the Inglewood Bird Sanctuary.

Annexations in 1907 pushed the city limits outward in all directions. Calgary experienced rapid growth in the years leading up to the World War I, which contributed to commercial, industrial and residential growth. The Calgary Municipal Railway began service in 1909, and in 1911 streetcar system opened its Burns Avenue line, which was extended south to Ogden in 1913. Many of the district's existing historic homes, churches, commercials and industrial buildings date from that period.

Residential development paralleled the streetcar line, and the 9 Avenue SE shopping district north of the tracks in today's Inglewood doubled as a commercial centre for Ramsay residents, thereby limiting the need for commercial development within Ramsay. When the Canadian Northern Railway (CNoR) entered Calgary in 1913, its transcontinental line established the district's southern boundary. The CNoR built its McKee Yards in 1914, including coach and locomotive servicing facilities and a five-stall roundhouse. The complex was expanded in 1917, but the troubled CNoR was taken over by the federal government, and it became part of the new Canadian National Railways.

Growth in the district, and across the city, slowed following the end of Calgary's boom in 1913, however, the development in the 1920's of Riverside Iron Works north of McKee Yards was a major addition to the neighbourhood's industrial area. Riverside Iron Works was sold to Dominion Bridge in 1929, and it was used for ship building work during World War II.

Founded in 1921, the Ramsay Parent-Teachers Association was an early manifestation of community development. Residents formed the Grandview Association in 1948, the same year that Ramsay School opened the first school library in the city. In 1956, the association applied for a charter that would allow it to conduct charitable work and social programs and operate a community hall. But the name Grandview already belonged to an Edmonton association, so Calgary's Grandview chose a new name that honoured Silas Alexander Ramsay (1850-1942), a nine-term alderman who served as Calgary's mayor in 1904–05. Burnsland, Grandview, Mills Estate, and part of the old Brewery Flats became Ramsay.

In the 1950's, residents enjoyed the use of Ramsay Park with its two baseball diamonds, the future Jefferies Park (where industrialist Ed Jefferies flooded a rink each winter for community use), and the annual Ramsay Winter Carnival.

By the 1960's, city planners valued freeway development over inner-city communities. A 1961 urban renewal study would have replaced Inglewood with a crosstown freeway. Architect Jack Long (1925-2001) led a group of residents who fought the proposal successfully.

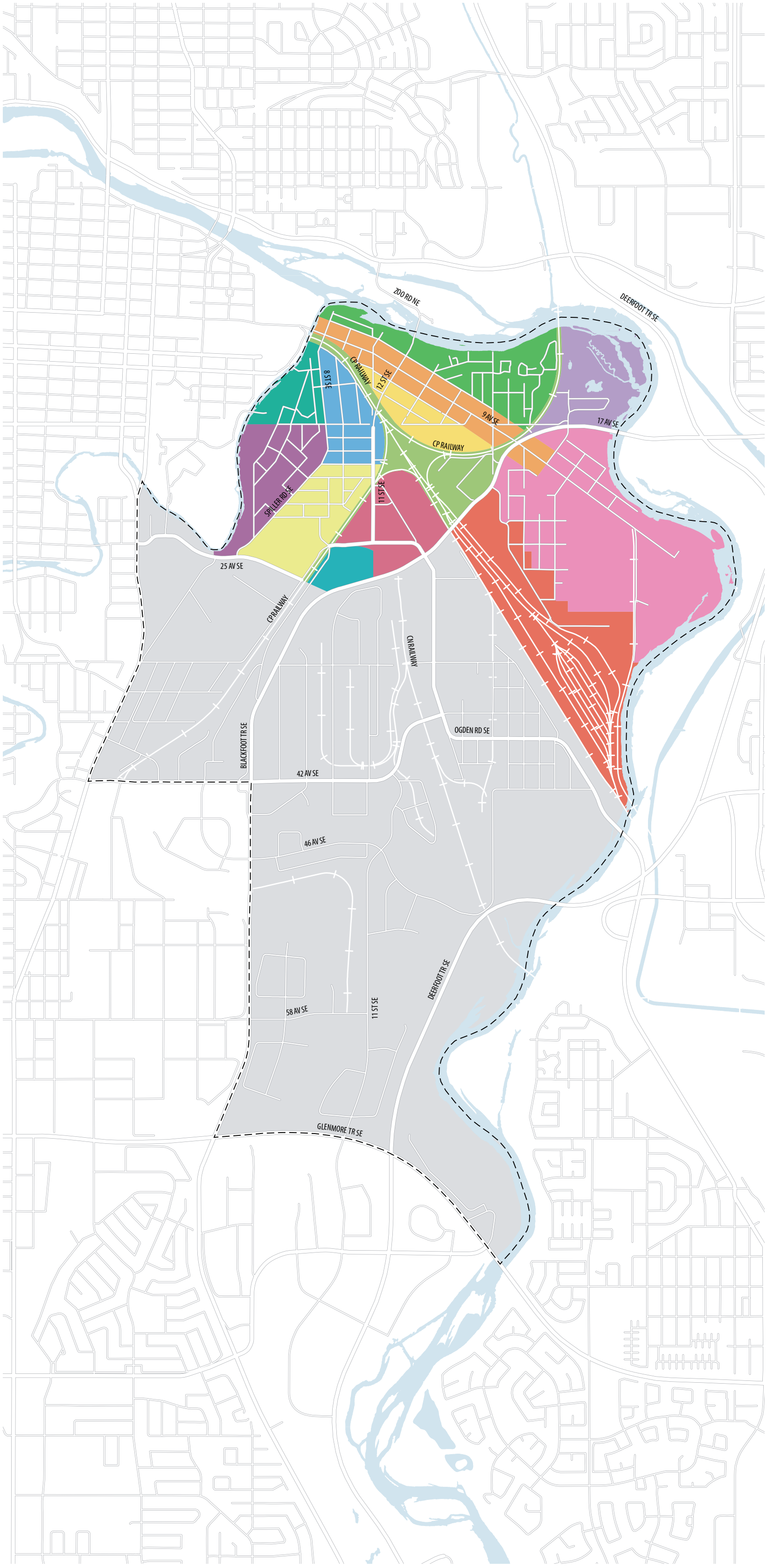
But by the 1970s, aging housing stock, and other inner-city conditions posed new challenges. The Inglewood and Ramsay Community Associations participated in a revitalization project that contributed to a new design brief in 1974. The outcome included zoning revisions and government funding for homes and facilities, including a new community hall in Ramsay.

The departure of major industries, and their redevelopment or repurposing, has contributed to Ramsay's transformation since the 1990's as a hip residential and business district. McKee Yards closed in the 1960's, and CN removed its tracks in the 1970's, opening Ramsay to the south. Burns' soap factory became Local Motive, a design and office complex; Western Steel Products became the Ramsay Design Centre; and Dominion Bridge, closed in 1987, became Ramsay Crossing, a mixed-use complex for artists, designer, and filmmakers as well as industrialists. The stockyards were razed redeveloped, and the former Calgary Packers has been repurposed as the Crossroads Market.

The historic neighbourhoods of Inglewood consist of Atlantic Avenue (9 Avenue SE), Brewery Flats, East Calgary, Pearce Estate and Walker Estate. The historic neighbourhoods of Ramsay include, Grandview, Hampstead Hill, Mills Estate, Pearce Estate, Scotsman's Hill and the Stockyards **(See Map 2: Historic Neighbourhoods)**.

The communities of Inglewood and Ramsay are both unique neighbourhoods which will continue to evolve with strong connections to the Bow and Elbow rivers and the strong railway history of the area.

MAP 2
Historic
Neighbourhoods



Legend

- Alyth/ Bonnybrook
- Atlantic Avenue
- Brewery Flats
- Burnsland
- CPR
- East Calgary
- Grandview
- Hampstead Hill
- Mills Estate
- Pearce Estate & Bow Bend
- Scotsman's Hill
- Stockyards
- Walker Estate/ Inglewood
- Plan Area Boundary

Community Characteristics and Attributes

The Plan Area and surrounding land contain attributes that were considered as part of the development of the Plan. Key attributes are shown on **Map 3: Community Characteristics and Attributes**. These attributes must be considered throughout all subsequent phases of planning and development.

Topography

Historic East Calgary is characterized by generally low-lying land along the Bow River and inland throughout Inglewood. Ramsay slopes upward towards the west at Scotsman's Hill and to the south at Hampstead Hill, which is located south of 26 Avenue SE. Scotsman's Hill, located along the western edge of Ramsay, provides scenic views of downtown Calgary and the Stampede grounds.

Natural Features and Areas

The Plan Area is part of the Bow River Watershed and is located at the confluence of the Bow and Elbow rivers. Development occurring adjacent to these rivers may be subject to flooding and are identified as part of the floodway or flood fringe. **Chapter 2: Enabling Growth** includes policies to strengthen resiliency and minimize development's impact on the rivers while supporting intended growth.

Natural features in the Plan Area include river pathways, as well as the Inglewood Bird Sanctuary and Nature Centre, which is a designated historic resource.

Main Street

The 9 Avenue SE Main Street is identified as a Neighbourhood Main Street in the MDP. The MDP includes general policies and development intensity targets for Neighbourhood Main Streets.

Public Transit Infrastructure

The Historic East Calgary Communities include a number of future and existing transit options including local bus routes that provide connections through the area, the Max Purple Bus Rapid Transit (BRT) that runs along 9 Avenue SE, three future planned Green Line LRT stations and two Red Line LRT stations.

Historic Resources

Some of the communities' heritage resources have been formally recognized on The City of Calgary's Inventory of Evaluated Historic Resources, while others have heritage value and may merit inclusion on the Inventory. Overall, a majority of heritage resources in the Plan Area are not legally protected from substantial alteration or demolition, but nevertheless individually and collectively contribute to the historic character of the community that is integral to its distinctiveness and value.

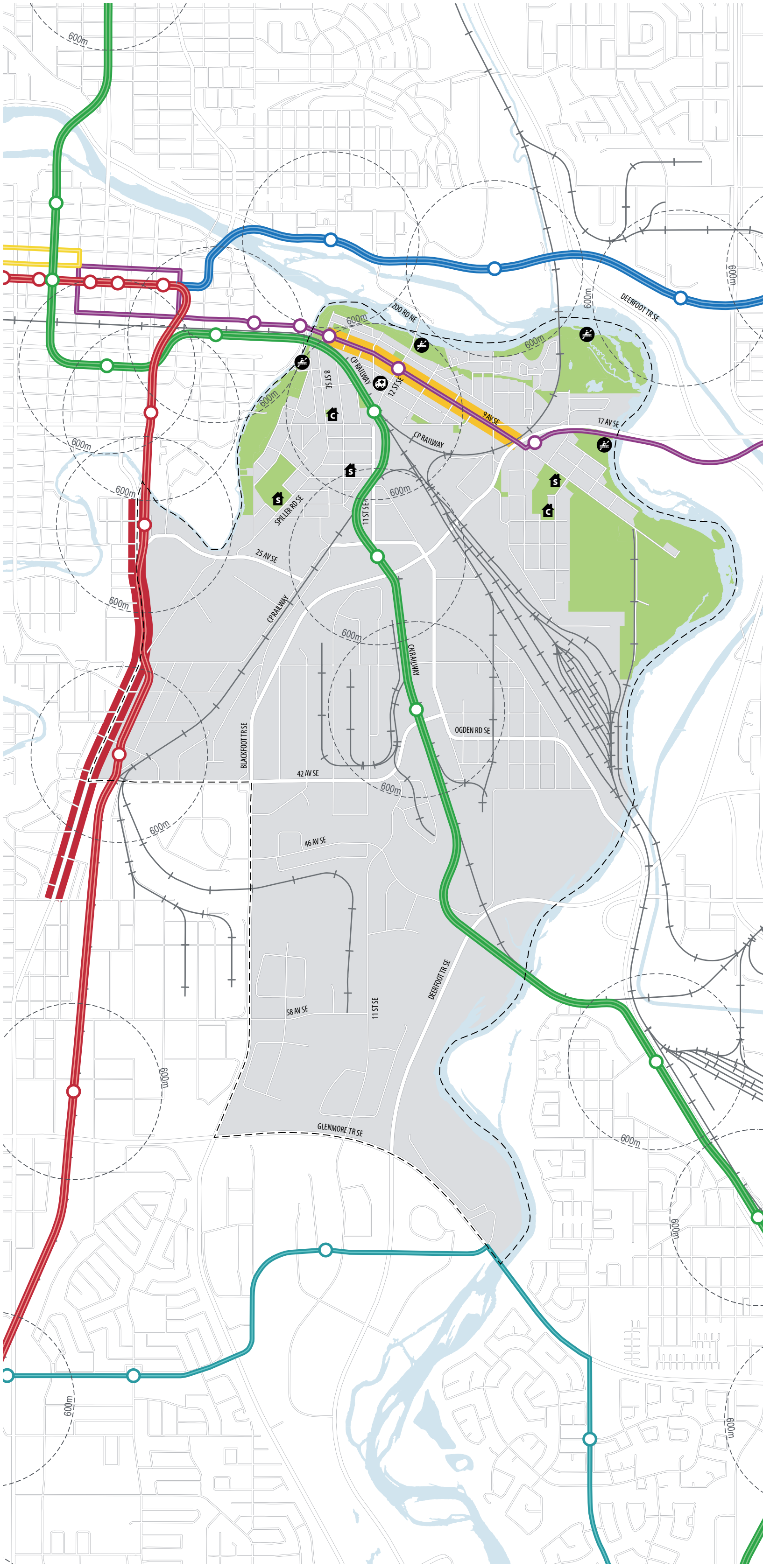
There is the potential for undiscovered historic resources which must be considered as redevelopment occurs in accordance with the *Historical Resources Act* and which may impact development.

Recreational Facilities and Community Amenities

The Plan Area has several community amenities including schools, two Community Association buildings, the Inglewood Aquatic Centre, regional pathways and open spaces. The Calgary Stampede grounds are located to the west of the Plan Area.

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MAP 3
Community
Characteristics and
Attributes



Legend

-  Community Centre
-  School
-  Future Emergency Response Station
-  River Access
-  TOD Buffer
-  Blue Line LRT
-  Red Line LRT
-  Future Green Line LRT
-  MAX Purple
-  MAX Teal
-  MAX Yellow
-  Freight Rail Corridor
-  Neighbourhood Main Street
-  Urban Main Street
-  Parks and Open Space
-  Plan Area Boundary

Chapter 2 – Enabling Growth

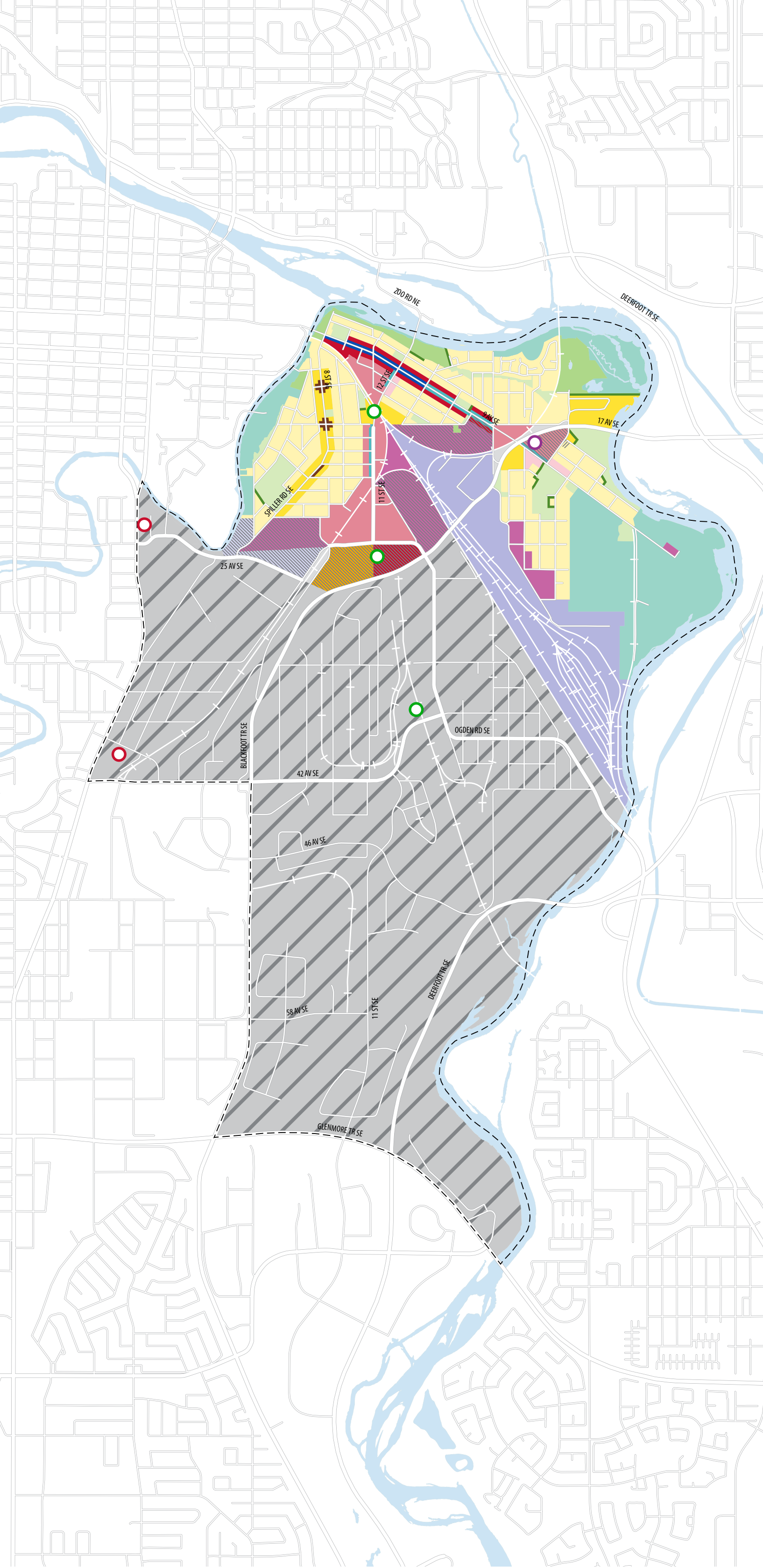
2.1 Future Growth Concept

The Plan sets out a future framework for growth and change that recognizes and celebrates the elements that connect the Historic East Calgary Communities. Policies in this section provide the direction to realize the vision and core ideas of the Plan.

Policies in the Plan will guide development focused along the 9 Avenue SE Main Street, the freight rail corridor and transit oriented development (TOD) in the area surrounding the Green Line and Red Line Light Rail Transit (LRT) Stations and the MAX Purple Bus Rapid Transit (BRT) line.

The future growth concept is represented on **Map 4: Urban Form** and **Map 5: Building Scale**. These two maps form the basis for guiding and enabling where growth could occur and are intended to be interpreted together. The maps use the urban form classifications, policy modifiers and building scale guidance set out in the Guidebook.

All development must generally comply with the maps and policies from the Plan as well as the policies of the Guidebook unless otherwise indicated in this Plan.



Legend

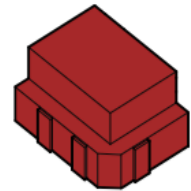
- Neighbourhood Housing Local
- Neighbourhood Housing Minor
- Neighbourhood Housing Major
- Neighbourhood Commercial Local
- Neighbourhood Commercial Minor
- Neighbourhood Commercial Major
- Neighbourhood Industrial Transition
- Industrial General
- Industrial Heavy
- Parks Civic and Recreation Local
- Parks Civic and Recreation Minor
- Parks Natural Areas
- Future Policy Work
- Active Frontage
- Commercial Flex
- Commercial Cluster
- Parks and Open Space Frontage
- Comprehensive Planning Site
- Vehicle-Oriented
- Red Line Station
- Green Line Station
- MAX Purple Stop
- Plan Area Boundary

2.2 Urban Form Categories

The following provides a quick reference to the urban form categories as shown on Map 4: Urban Form. This map illustrates the general location of urban form categories, policy modifiers and the block pattern in the Plan Area. Together, these elements describe the primary community functions and land use (housing, commercial, industrial, regional campus, parks, civic and recreation, and natural areas), street experience (Major, Minor and Local), and policy considerations for the Plan Area.

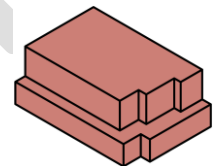
Neighbourhood Commercial Major

Neighbourhood Commercial Major areas are characterized by the highest concentrations of shops and services, varied destinations and uses that attract people, more transit service and infrastructure, and high pedestrian movement along the street. In Historic East Calgary, this includes areas along 9 Avenue SE and 26 Avenue SE.



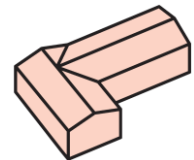
Neighbourhood Commercial Minor

Neighbourhood Commercial Minor areas are characterized by moderate concentrations of shops and services, varied destinations and uses that accommodate a gathering of people, some transit service and infrastructure, and moderate pedestrian movement along the street, which include 11/12 Street SE and portions of 9 Avenue SE.



Neighbourhood Commercial Local

Neighbourhood Commercial Local areas are characterized by smaller, local or destination commercial uses that generate less activity, like convenience retail, office or personal services and small-scale manufacturing, research or servicing. In Historic East Calgary, this is limited to areas along 9 Avenue SE as well as 12 Street SE.



Neighbourhood Housing Major

Neighbourhood Housing Major areas have a primarily residential street experience and are characterized by high levels of transit service and infrastructure, and pedestrian routes that support a higher volume of movement. Development along the Canadian Pacific Rail railway, adjacent to the future Inglewood/Ramsay LRT station is shown as Neighbourhood Housing Major.



Neighbourhood Housing Minor

Neighbourhood Housing Minor areas are characterized by local transit service and infrastructure, moderate volumes of pedestrian activity, and pedestrian routes that support a moderate volume of movement. These areas are located along streets and avenues which demonstrate higher levels of street activity than the Neighbourhood Housing Local category. In Historic East Calgary, this includes 8 Street SE, land north of 17 Avenue SE and areas adjacent to the future Inglewood/Ramsay LRT.



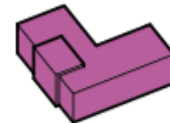
Neighbourhood Housing Local

Neighbourhood Housing Local areas have the lowest level of pedestrian activity relative to other housing areas. They exhibit primarily local visitation and use, and pedestrian routes that support a lower volume of movement. Residential areas in Inglewood outside of 9 Avenue SE, 11/12 Street SE and 8 Street SE are primarily shown as Neighbourhood Housing Local.



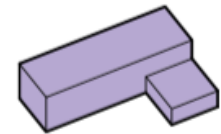
Neighbourhood Transition Industrial

Neighbourhood Transition Industrial areas combine light industrial uses with living spaces and are intended to transition between Industrial General and Neighbourhood Housing Local areas. In Historic East Calgary this includes the Brewery Site and land east of Portland Street SE.



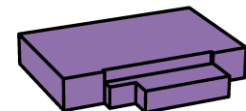
Industrial General

Industrial General accommodates a broad range of industrial and supporting commercial uses, varied building sizes and types as well as outdoor activities and storage. Stampede Back of House land is shown as Industrial General.



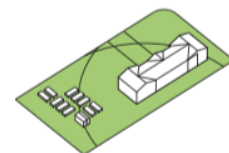
Industrial Heavy

Industrial Heavy is characterized by heavy industrial uses that typically have significant off-site impacts due to their operations. A significant portion of industrial activities occur outdoors and generate external nuisance such as noise, dust, vibration and odour, which are key parts of their operations. In Historic East Calgary, this consists of Canadian Pacific Railway rail yard and rail corridors.



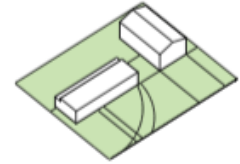
Park, Civic, and Recreation Minor

Parks Civic and Recreation Minor includes programmed facilities or amenities that are generally smaller in area than major parks and include amenities to serve moderate volumes of more localized users. In Historic East Calgary, this includes portions of Pearce Estate Park and areas long the Bow River, north of 8 Avenue SE.



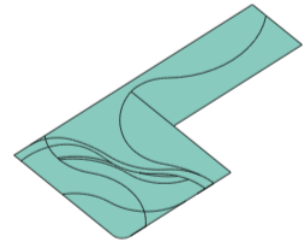
Park, Civic, and Recreation Local

Parks Civic and Recreation Local identify parks or open spaces that serve primarily local or specific functions. These tend to be passive park spaces, small in area and intended to serve a smaller number of users than Minor and Major parks. This includes the Ramsay and the Inglewood Community Associations' sites, as well as small parks located in both communities.



Parks Natural Areas

Parks Natural Areas are areas of environmental significance that may include amenities to support passive recreation as well as ecological function in communities. The Inglewood Bird Sanctuary, Inglewood Wildland and the escarpment along Scotsman's Hill are identified as Parks Natural Areas.



2.3 Policy Modifiers

Urban form categories can be modified to respond to the local context through the use of policy modifiers as shown on Map 3: Urban Form. The modifiers are intended to be complementary to the urban form category to which they have been applied. The following modifiers have been applied in the Plan.

Active Frontage

The Active Frontage policy modifier has been applied to areas intended to have the highest level of pedestrian activity – such as Main Streets and transit station areas. Active Frontage areas require active use at grade and have higher development standards to enhance the pedestrian experience.



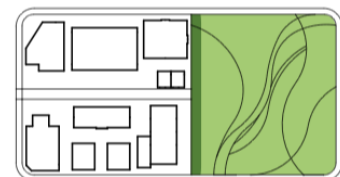
Commercial Flex

The Commercial Flex policy modifier identifies areas that have potential for higher street-level activity, but where active uses are not required in the short term. Commercial Flex has been applied to areas adjacent to Active Frontage and is anticipated to transition to more active uses over time, as the market dictates.



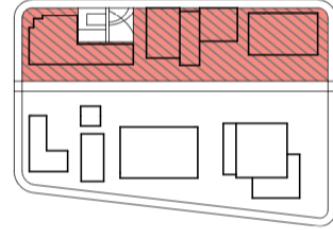
Parks and Open Space Frontage

The Parks and Open Space Frontage policy modifier identifies locations where the activities on a site should be integrated across the edge of an abutting open space or park. In places where Parks and Open Space Frontage has been identified, such as adjacent to Munro Park, development should complement the park or open space.



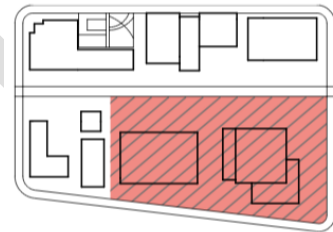
Comprehensive Planning Site

The Comprehensive Planning Site policy modifier identifies and provides direction for large sites where additional planning or supplementary site design will be needed to support future planning applications. The Plan identifies several Comprehensive Planning Sites and, in addition to the Guidebook policies, provides site-specific policy that considers elements such as mobility connections, development constraints, guidance for applying policy modifiers, and opportunities for reducing greenhouse gas emissions.



Vehicle-Oriented

The Vehicle-Oriented policy modifier identifies locations within the Plan where vehicle-focused uses such as gas stations, may be located. The policy modifier has been identified in Inglewood at the existing gas station.



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2.4 Building Scale

The following provides a quick reference to the Building Scale categories shown on **Map 5: Building Scale**. This map illustrates the general building height and massing within the Plan Area which supports the primary function and street experience shown on the urban form map.

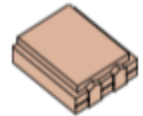
Limited Scale

Limited scale accommodates buildings of three storeys or less that generally have small building footprints. These areas include a broad range of ground-oriented building forms including single-detached, semi-detached, rowhouses, townhomes, mixed-use buildings, commercial and industrial transition buildings. Residential areas in Inglewood outside of 9 Avenue SE, 11/12 Street SE and 8 Street SE are primarily shown as Limited scale.



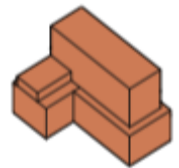
Low Scale

Low scale areas accommodate buildings of six storeys or less with building footprints that are generally larger than those in Limited Scale areas. Typical building forms in this category include apartments, stacked townhouses, vertical mixed-use buildings, office, and larger industrial buildings. In Historic East Calgary, this includes areas of 9 Avenue SE, 11/12 Street SE and 8 Street SE.



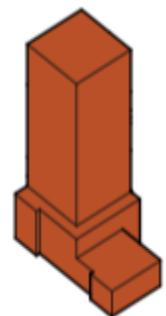
Mid Scale

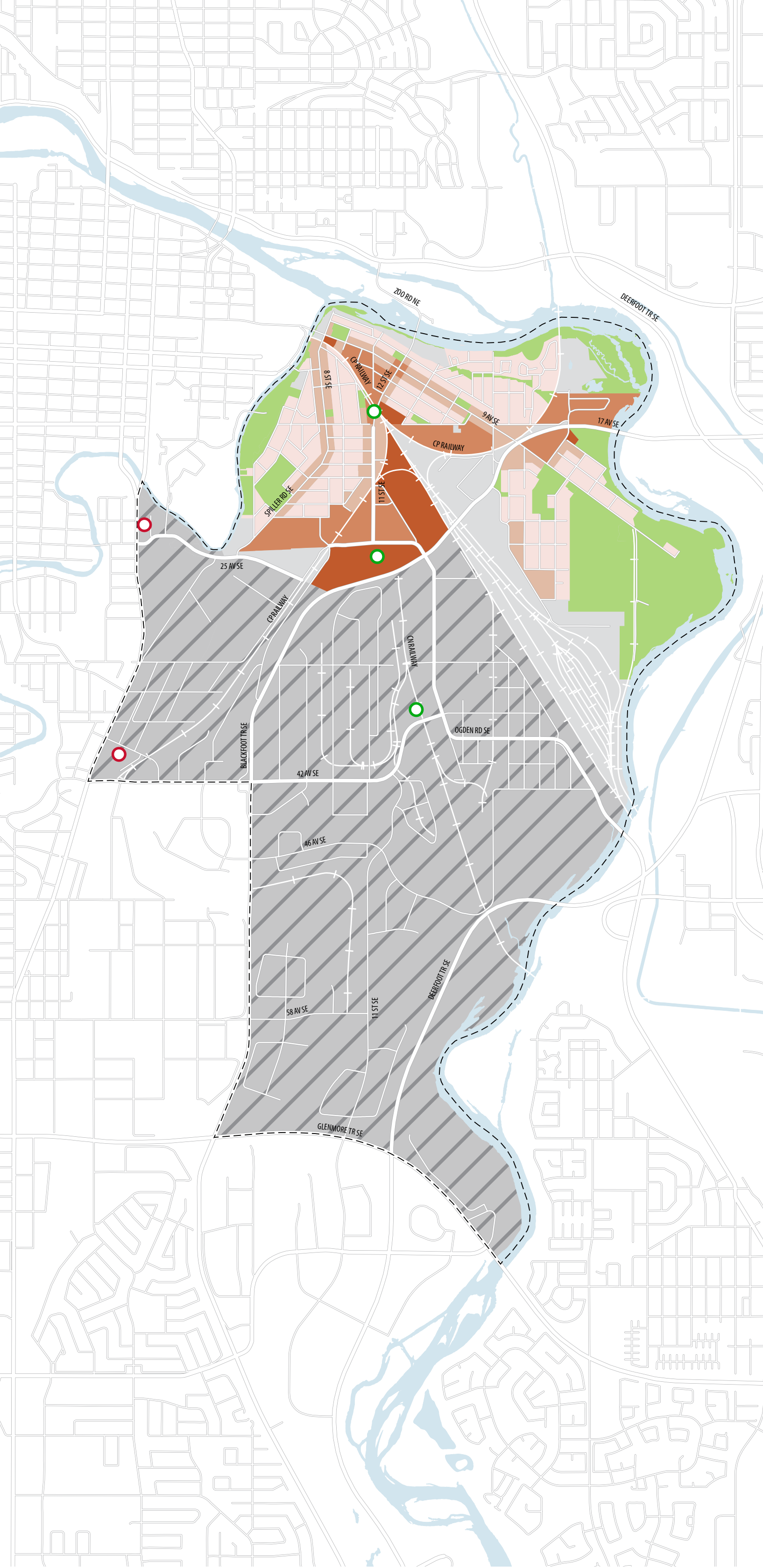
Mid scale areas allow for buildings up to 12 storeys in height where the building volume is reduced above the sixth storey. Typical buildings in the Mid scale areas include apartments and mixed-use buildings. The Historic East Calgary Communities Mid scale areas are located primarily in areas close to the Inglewood/Ramsay and 26 Avenue SE LRT Stations and the 19 Street SE BRT Station.



High Scale

High scale accommodates for buildings up to 26 storeys where portions of buildings above six storeys have a reduced building mass and volume. Typical building forms include tower and podium or point tower office, apartments and mixed-use buildings. In the Historic East Calgary Communities High Scale is primarily located along 26 Avenue SE, east of Portland Road SE and at the brewery site.





Legend

- Limited (up to 3 Storeys)
- Low (up to 6 Storeys)
- Mid (up to 12 Storeys)
- High (up to 26 Storeys)
- Parks and Open Space
- Future Policy Work
- Red Line Station
- Green Line Station
- Plan Area Boundary

2.5 General Policies

Policies found in this section apply to all areas of the Plan, with the exception of the Future Policy Work area and must be applied in conjunction with policies for each policy area found in **Section 2.6** through **2.14**.

- 2.5.1 Buildings with historic value should be rehabilitated, adaptively reused and/or integrated into new development.
- 2.5.2 In Inglewood and Ramsay, there should be no new automobile service centres, drive throughs nor gas stations.
- 2.5.3 Wayfinding should be integrated into the streetscape at key intersections including community entrances and Primary Transit Network stations to destinations within and beyond the Plan Area.
- 2.5.4 Trees within the public right-of-way should be protected on residential streets to maintain historic tree-lined neighbourhood streetscapes.
- 2.5.5 New development should be designed to maintain existing mature trees on private land.
- 2.5.6 The inclusion of additional boulevard trees as part of redevelopment is encouraged.
- 2.5.7 Along the Parks and Open Space Frontage, development should be designed to:
 - a. avoid servicing and loading along the frontage; and
 - b. screen and/or enclose waste, recycling and organics bins.
- 2.5.8 Development that abuts a park or open space via a lane should be designed to promote lane activation.
- 2.5.9 Waste and recycling bins should be located to the rear of the site.
- 2.5.10 Garages shall only be accessed from the street if the site has no lane access.
- 2.5.11 Additional interim uses such as pop up parks, sidewalk cafes, patios and community gardens are supported.
- 2.5.12 A Renewable and Low Carbon Energy Assessment should be submitted as part of a master plan and/or development permit application for comprehensive redevelopment in:
 - a. Brewery Flats;
 - b. Hampstead Hill; and
 - c. the Stockyards.
- 2.5.13 On-site vehicular parking should be minimized through Travel Demand Management measures.

- 2.5.14 Green stormwater infrastructure features including rain gardens, green roofs and permeable pavements are supported.
- 2.5.15 Redevelopment of religious assembly buildings that integrate mixed-use and/or affordable housing are supported.
- 2.5.16 As redevelopment occurs, utility upgrades should be coordinated with other infrastructure improvements, particularly along the 9 Avenue SE main street and near BRT and LRT stations.
- 2.5.17 Building façades that face the freight rail corridor or the LRT rail corridor should be designed to avoid blank walls.

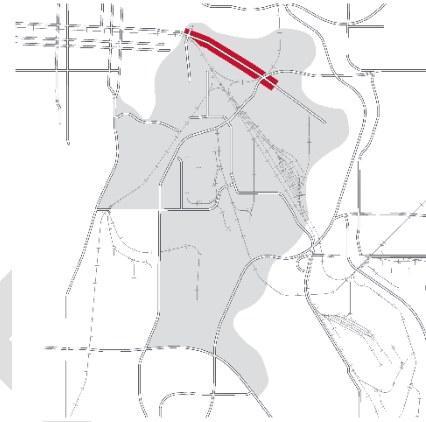
Floodplain

The confluence of the Bow and Elbow Rivers is located along the northwest edge of the Plan Area. Large sections of the Plan Area may be impacted by river and groundwater flooding (see **Map D: Constraints**). Flood resilience policies along with guiding City policies will support development over time.

- 2.5.18 Development located outside of the Floodway or Flood Fringe but within the 1:100 Flood Inundation area should be designed in accordance with Flood Fringe policies.
- 2.5.19 Land immediately adjacent to the Bow River or Elbow River should incorporate landscaping along the riverbank that contributes to healthy riparian areas.
- 2.5.20 River access locations identified on **Map 3: Community Characteristics and Attributes** should be formalized and designed to minimize negative impacts to the Bow and Elbow Rivers and associated riparian areas.

2.6 9 Avenue SE Main Street

The 9 Avenue SE Neighbourhood Main Street consists of the portion of 9 Avenue SE between 8 Street SE and 19 Street SE. Historically known as Atlantic Avenue, the Main Street will have a cohesive, pedestrian-oriented streetscape with mixed-use development that includes active frontages with a street wall height of generally up to six storeys. Historic buildings interwoven with new development will create an eclectic streetscape that will continue to evolve over time.



- 2.6.1 New development along the Main Street shall be designed to align with the 9 Avenue SE Streetscape Master Plan.
- 2.6.2 There shall be no expansion of 9 Avenue SE to accommodate additional vehicle traffic lanes.
- 2.6.3 There should be no vehicular access to parkades, servicing or loading along the Main Street.
- 2.6.4 Publicly accessible private open space should be designed to seamlessly integrate with the commercial frontage.
- 2.6.5 Development along the Main Street should incorporate opportunities for small gathering spaces that do not impede pedestrian movement through publicly accessible private amenity space.
- 2.6.6 Buildings along the south side of 9 Avenue SE should be designed to reduce summer afternoon shadow impacts of development along the north sidewalk of 9 Avenue SE.
- 2.6.7 A high standard of architectural design with at-grade publicly accessible amenity space should be incorporated into development within the mid and high scale including at key sites along the Main Street including:
 - a. 9 Avenue and 8 Street SE;
 - b. 9 Avenue and 12 Street SE; and
 - c. 9 Avenue and 19 Street SE.
- 2.6.8 Along the Main Street there shall be no:
 - a. new auto-oriented development;
 - b. changes of use to auto-oriented uses;
 - c. new surface parking lots; and
 - d. new third-party advertising billboards nor digital signage.
- 2.6.9 There shall be no new stand-alone single use mid and/or large format retail; new mid and large format retail may only be located in a mixed-use building.

2.6.10 Murals to activate side or rear building façades along the Main Street are supported.

2.6.11 Interactive public art, where pedestrian movement is not impeded, along the Main Street is encouraged.

2.7 Brewery Flats

The Village of East Calgary, which included land to the north and south of what is now 9 Avenue SE, historically was commonly referred to as Brewery Flats due to the malty odour of the brewery's operations. This area will continue to function as predominantly residential to the north of 9 Avenue SE. To the south of 9 Avenue SE, opportunities for residential will continue in addition to future comprehensive development on the Calgary Brewing and Malting Company site.



2.7.1 An Emergency Response Station may be located as shown on **Map 3: Community Characteristics and Attributes**.

2.7.2 Residential development should be designed to support laneway housing and/or live/work with at-grade units to activate the lane:

- between 8 Avenue SE and 9 Avenue SE; and
- south of 11 Avenue SE, between 12 Street and 13 Street SE.

2.7.3 8 Avenue SE between 8 Street SE and 12 Street SE should be designed to be a shared street.

2.7.4 Land south of 17 Avenue SE, between 13 Street SE and 15 Street SE that contain the original Calgary Brewing and Malting Company building (the brewery site) should be comprehensively developed through an outline plan and/or master plan to:

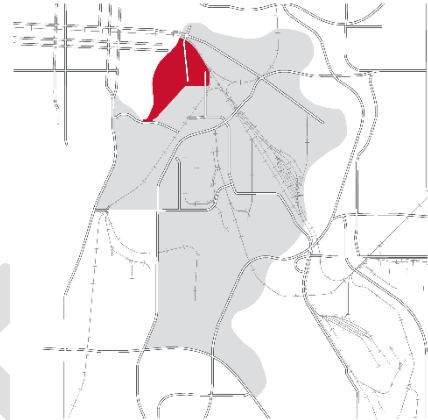
- reflect the industrial history of the Brewery Flats area;
- incorporate year-round publicly-accessible soft and hardscaped spaces along a portion of the Main Street;
- incorporate uses that activate the Main Street;
- consider how to incorporate renewable and district energy features;
- step down to lower scale categories toward the Main Street; and
- reduce noise, vibration and visual impact of adjacent heavy rail along the Main Street.

2.7.5 Development between 12 Street SE and 13 Street SE, abutting the rail corridor should:

- not exceed 20 storeys;
- step down to lower scale categories towards 11 Avenue SE; and
- provide pedestrian and cyclist connections to the Inglewood / Ramsay LRT station.

2.8 Mills Estate, Grandview and Scotsman's Hill

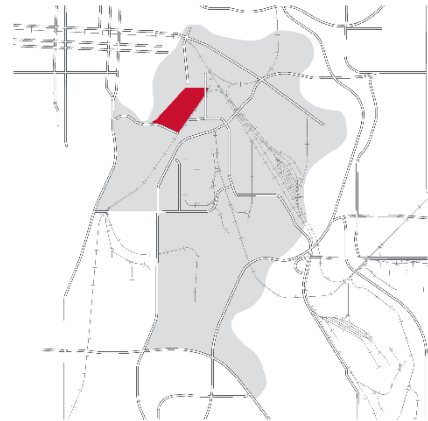
Mills Estate, Grandview and Scotsman's Hill are all located in Ramsay. Originally known as Fraser Hill, Scotsman's Hill is an escarpment along the Elbow River, providing views of downtown Calgary. Mills Estate is named for Adam Francis Hirst Mills, who subdivided his land into the residential area which he named Mills Estate. Grandview Heights was named as such after being subdivided by W.T. Ramsay. Development in this area will continue to be primarily residential with opportunities for local commercial focused along 8 Street SE and Spiller Road SE.



- 2.8.1 Development adjacent to the Inglewood/Ramsay LRT Station transit plaza should be designed to front the plaza to encourage pedestrian activity.
- 2.8.2 Development along Maggie Street SE should provide individual entrances at-grade to units fronting Maggie Street SE.
- 2.8.3 Maggie Street SE should continue to function as a shared street.
- 2.8.4 Live/work units along Maggie Street SE are encouraged.

2.9 Burnsland

Forming southwest Ramsay, Burnsland was historically ranch land and owned by Patrick Burns. Burns Avenue SE was named for him; this area became known as Burnsland and includes Calgary Stampede Back of House land that supports parking, loading, staging, livestock accommodation and RV camping for the Calgary Stampede.



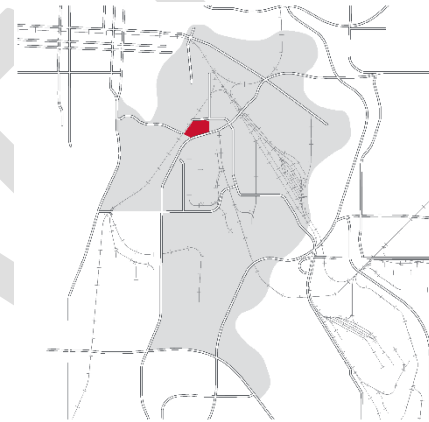
- 2.9.1 Land to the south of 21 Avenue SE, between 9 Street SE and Hurst Road SE should be designed to:
 - a. provide site permeability for pedestrians and cyclists;
 - b. provide at-grade residential units or live/work units along 24 Avenue SE; and
 - c. consider how to incorporate renewable and district energy features.
- 2.9.2 In the Calgary Stampede Back of House Area, generally located north of 25 Avenue SE between Spiller Road SE and Dartmouth Road SE and located to the west of Spiller Road SE, south of Alexander Street SE the following uses will be considered:
 - a. production, processing, assembly or disassembly of materials associated with events and displays;

- b. cleaning, servicing, testing, repairing or maintenance of event-related goods and equipment;
- c. offices or workshops of employees supporting event operations;
- d. temporary overnight accommodations;
- e. kennels and livestock accommodation, greenhouses and nurseries;
- f. warehousing, shipping and distribution of event-related goods;
- g. research and development; and
- h. other uses that are similar or accessory uses to those listed above.

- 2.9.3 New development in the Stampede Back of House Area uses should be designed to:
- a. address both streets if located at an intersection;
 - b. provide a pedestrian-oriented interface; and
 - c. screen outdoor storage from adjacent streets and residences with soft and hard landscaping.

2.10 Hampstead Hill

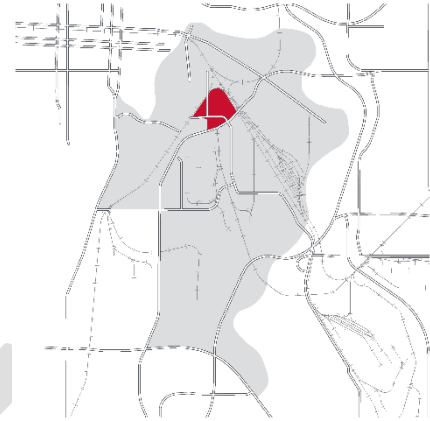
Hampstead Hill is located south of 26 Avenue SE, to the east of Highfield Road SE, north of Blackfoot Trail SE and west of the Crossroads Market. Due to its location next to the future 26 Avenue SE LRT station, Hampstead Hill will evolve into a mixed-use area with higher densities and intensities than existing residential areas in Ramsay.



- 2.10.1 Land in Hampstead Hill should be comprehensively-developed through an outline plan and/or master plan to:
- a. incorporate the west side of the 26 Avenue SE LRT station transit plaza into the site design;
 - b. include direct and accessible pedestrian and cyclist connections to the 26 Avenue SE LRT station from adjacent communities;
 - c. establish a pedestrian-oriented development;
 - d. incorporate underground parking;
 - e. provide a variety of housing forms;
 - f. consider grading conditions to ensure development fronts 26 Avenue SE;
 - g. consider short term on-street parking;
 - h. incorporate a public park; and
 - i. consider how to incorporate renewable and district energy features.
- 2.10.2 The future public park in Hampstead Hill should be designed to:
- a. consider grading conditions to ensure a functional and programmable space;
 - b. provide passive and active recreation opportunities for all ages and abilities;
 - c. provide ample street frontage;
 - d. consider soft landscaping and permeable materials to manage stormwater; and
 - e. emphasize vistas of downtown Calgary.

2.11 Stockyards

The Stockyards are a triangle-shaped area formed by the convergence of the railway lines. Historically required by Canadian Pacific Railway as a stockyard for southbound cattle shipments, this parcel was sold to the Town of Calgary in 1887. It was later used as the Alberta Stockyards and the Burns packing plant before being subdivided into industrial lots. Over time, this land will evolve to provide opportunities for a mix of industrial, multi-residential and office development, supporting the future 26 Avenue SE LRT Station.



2.11.1 Along 11 Street SE:

- a. where on-street parking is provided, development should be designed to provide primary building entrances fronting onto 11 Street SE; and
- b. where on-street parking is not provided, the primary building entrance may front an internal drive aisle with a secondary building entrance provided along 11 Street SE.

2.11.2 Development adjacent to the LRT station should be designed to incorporate:

- a. active frontages facing the transit plaza;
- b. direct pedestrian connections to the station;
- c. wayfinding; and
- d. public art.

2.11.3 Land south of 26 Avenue SE, east of 11 Street SE should be comprehensively developed through an outline plan and/or master plan to:

- a. incorporate short term and long term underground vehicular parking;
- b. provide a variety of built forms and heights;
- c. explore opportunities for small-scale commercial;
- d. reduce noise, vibration and visual impact of adjacent heavy rail on the site; and
- e. consider how to incorporate renewable and district energy features.

2.11.4 Redevelopment of the Dominion Bridge site located to the south of 24 Avenue SE between Spiller Road SE and Dartmouth Road SE should be comprehensively developed through an outline plan and/or master plan to:

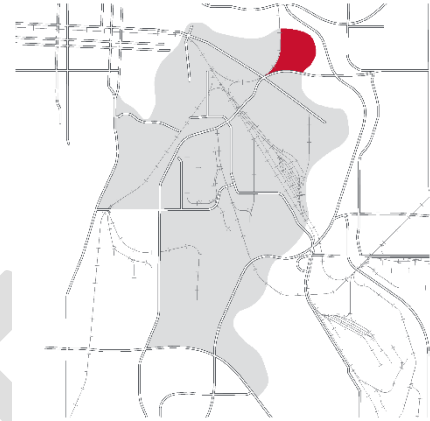
- a. provide a variety of built forms and heights;
- b. incorporate a public park space; and
- c. consider how to incorporate renewable and district energy features.

2.11.5 The future public park at the Dominion Bridge site should be designed to:

- a. provide passive and active recreation opportunities for all ages and abilities;
- b. provide ample street frontage; and
- c. consider soft landscaping and permeable materials to manage stormwater.

2.12 Pearce Estate

Originally owned by William Pearce, Pearce Estate is located to the east of the northbound freight rail line, north of 17 Avenue SE and was bequeathed to The City of Calgary and developed as Pearce Estate Park. This area will continue to primarily function as Pearce Estate Park, with opportunities for development that fronts onto the park.



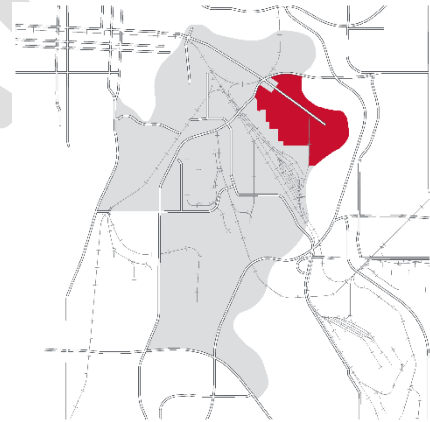
2.12.1 Development should:

- a. minimize summer afternoon shadow impacts onto Pearce Estate Park;
- b. incorporate on-street parking and pedestrian and cyclist connectivity;
- c. incorporate a pathway with access to at-grade units; and
- d. clearly define the property line between the site and Pearce Estate Park through soft and hard landscaping.

2.12.2 The use of differentiated paving materials for internal streets and sidewalks is supported.

2.13 Walker Estate

Colonel Walker built the Walker home in the area originally referred to as Brewery Flats and named Inglewood by Colonel Walker himself. The Walker Estate, located south of 17 Avenue SE and generally north of Alyth Road SE, set aside land which today is both the Inglewood Bird Sanctuary and the Inglewood Wildlands.



2.13.1 The Blackfoot Truckstop site, located between 9 Avenue SE and 19 Street SE, south of Blackfoot Trail SE should be comprehensively-developed through an outline plan and/or master plan prior to land use redesignation and should be designed to:

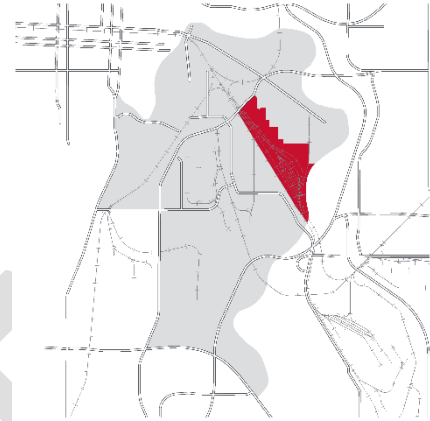
- a. support safe and direct pedestrian and cyclist connections;
- b. provide opportunities for commercial along 9 Avenue SE;
- c. incorporate a variety of built forms and heights; and
- d. consider how to incorporate renewable and district energy features.

2.13.2 Supermarkets, pharmacies and other uses that provide daily amenities for residents are supported.

2.13.3 The existing Inglewood community garden should be maintained.

2.14 Alyth / Bonnybrook

A small portion of Alyth/Bonnybrook is located outside of the Future Policy Work area of the Plan and is home to Canadian Pacific Railway (CPR). In 1883 CPR arrived and laid out a townsite on what is now downtown Calgary, and the line formed an arc through the area that separated the future communities of Inglewood and Ramsay. Freight rail corridor and rail yard uses will continue in this area.



2.14.1 Development near rail lands should be designed to reduce negative impacts of rail operations.

2.14.2 Rail spur lines should be removed wherever possible and opportunities to convert these into active transportation routes should be explored.

2.15 Heritage Planning Areas

In Ramsay and Inglewood, there are areas with concentrations of heritage assets that warrant additional study and planning. Heritage assets are privately owned structures, typically constructed prior to 1945, that significantly retain their original form, scale, massing, window/door pattern and architectural details or materials (see Chapter 4 of the Guidebook for additional information). Heritage Planning Areas have been identified for areas that have high concentrations of heritage assets and these areas are conceptually shown in Appendix C of this Plan.

The City is currently reviewing policy and financial tools for heritage areas, with the objective of creating a systematic, city-wide strategy for the conservation of these heritage asset concentrations. The Heritage Planning Areas identified in this Plan are intended to allow for future heritage planning work as well as the implementation of any resulting policy tools for these areas. The Heritage Planning Areas would then be removed and/or refined pending the outcome of that work.

The following policies apply to the Heritage Planning Areas identified in **Appendix C: Heritage Planning Areas**.

2.15.1 Land use redesignations for higher density development are discouraged until heritage policy tools have been explored in the Plan Area.

2.15.2 Applicants are strongly encouraged to contact The City to determine development considerations related to heritage prior to submitting a planning application.

The City is beginning a review of policy and tools specific to heritage conservation along commercial streets throughout Calgary. The following policy applies to the 9 Avenue SE Main Street area:

2.15.3 Applicants are strongly encouraged to contact The City to determine development considerations related to heritage prior to submitting a planning application along 9 Avenue SE.

2.16 Climate Resilience

The City is currently developing a tool for the community-evaluation of climate resilience.

2.16.1 Administration shall complete a Community Climate Resilience Assessment(s) and Action Plan(s) for the Historic East Calgary Communities to be incorporated into this plan.

DRAFT

Chapter 3 – Supporting Growth

3.1 Overview

This chapter sets out the goals and objectives for current and future amenities and infrastructure related to the vision identified in **Chapter 1: Visualizing Growth**. Specifically, this chapter addresses the question: when growth occurs, how are investments in a community made? This chapter builds upon policies and direction provided in Chapters 2 and 4 of *The Guidebook for Great Communities*, and identifies local area plan specific objectives for supporting growth.

Section 3.2 describes the Plan's core ideas which will support growth and **Section 3.3** identifies specific actionable objectives that will facilitate the realization of the Plan's vision.

Appendix A represents non-statutory examples of potential actions and is intended to be revised over time as local growth occurs, actions are further evaluated or completed, and/or new options are identified through subsequent stakeholder engagement and City departmental prioritization.

Appendix A includes a collection of suggested implementation options from stakeholders related to the Plan's goals and objectives, and further analysis is needed to identify how these options would support growing communities as the Plan is implemented.

To support communities within the Plan through growth and change, the suggested options within **Appendix A** can help inform future City business plans and budget decisions. As growth occurs in local areas, these suggested options can be regularly reviewed and updated to determine if they help manage growth-related pressures that a community may experience, ensuring growth can benefit current and future residents and businesses. There are a number of considerations for determining if an action merits inclusion in future business plans and budgets, including:

- the current status of infrastructure and amenities in the local area;
- the desired service and activity levels in the local area;
- the roles of different city builders in supporting the delivery of infrastructure and amenities;
- how the growth in this local area compares with city-wide growth and investment needs;
- The City's corporate investment priorities and budget availability; and
- the availability and use of appropriate planning and financial tools to support implementation.

3.2 Supporting Growth Goals

The Plan identifies core ideas that act as growth goals that will support achieving the Plan's vision, which in turn support achieving the goals of the *Municipal Development Plan*.

Support intensification and economic viability while complementing existing heritage development

As Calgary continues to grow and evolve, community intensification occurs in a variety of ways. New residential development can support the provision of additional community and regional amenities including commercial development and public amenities. As community redevelopment occurs in inner city communities, the preservation and adaptive reuse of heritage should be incorporated into community intensification.

Provide diverse housing options

Complete communities require that a variety of housing forms and at different levels affordability are available. Providing opportunities for low density and multi-residential development in various sizes for a wide variety of individuals and families will enhance community character.

Promote walking, cycling and transit use to access local employment, commercial and amenities, focusing on 9 Avenue SE and 11/12 Street SE

Providing a variety of safe, accessible and sustainable mobility choices contributes to social interaction in the community. Supporting different mobility choices aids in meeting the needs and lifestyles of Calgarians throughout the city.

Encourage social interaction in parks and open spaces for all ages and abilities

Parks and open spaces contribute to both recreation and relaxation in Calgary. Incorporating opportunities for individuals of all ages and abilities to interact in Calgary's parks and open spaces supports community character. The preservation and conservation of natural environments in Calgary aid in creating a liveable city.

3.3 Growth Objectives

Growth objectives listed below identify where and how growth can be supported within the Plan Area. The objectives are not site specific, are long term and are intended to be actionable. The growth objectives are organized by core ideas (growth goal) of the plan.

Support intensification and economic viability while complementing existing heritage development

1. Recognize and support community character through public realm investment.
2. Enhance the quality of the pedestrian realm along the 9 Avenue SE Main Street and in station areas.

3. Ensure residents have access to a variety of public spaces in which to create and develop social connections with their neighbours.
4. Recognize, re-adapt and preserve community heritage, where appropriate.

Provide inclusive and diverse housing options

5. Provide opportunities for affordable housing choices for a variety of people.

Promote walking, cycling and transit use to access local employment, commercial and amenities, focusing on 9 Avenue SE and 11/12 Street SE

6. Enhance pedestrian connections and safety and complete missing links.
7. Enhance cycling connections and safety and complete missing links.
8. Continue to improve the transit experience and connections within and between communities.
9. Strengthen safety, connectivity, and accessibility for all transportation modes.

Encourage social interaction in parks and open spaces for all ages and abilities

10. Provide opportunities for new community parks and open spaces.
11. Enhance existing community parks and open spaces and cater to diverse users.
12. Enhance existing public recreation facilities.

Chapter 4 – Implementation and Interpretation

4.1 Policy Framework

The Municipal Government Act (MGA) outlines the purpose and scope of powers for municipalities. The *Historic East Calgary Communities Local Area Plan* (Plan) is a statutory document that establishes a long-range framework for land use, urban design and mobility. This Plan has considered and is in alignment with the *South Saskatchewan Regional Plan* (SSRP). The Plan must be read in conjunction with the *Municipal Development Plan* (MDP) Volume 1; the *Calgary Transportation Plan* (CTP); The Guidebook for Great Communities; and other City of Calgary policy and guiding documents, unless otherwise indicated. Where the policies within The *Guidebook for Great Communities* and this policy plan are different, the difference is intentional and not an inconsistency, because policy has been tailored to the *Historic East Calgary Communities Local Area Plan*. Where there is an absence of a specific policy within this policy plan, The *Guidebook for Great Communities* prevails.

4.2 Local Area Plan Interpretation

Map Interpretation

- 4.2.1 Unless otherwise specified in this Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and will be interpreted as such. The maps are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines, roads or utility rights-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the approving authority at the time of application.
- 4.2.2 No measurements of distances or areas should be taken from the maps in this Plan.
- 4.2.3 All proposed urban form areas, policy modifier, building scale, road and utility alignments and classifications may be subject to further study and may be further delineated at the outline plan or land use amendment stage in accordance with applicable policies. Any major changes may require an amendment to this Plan.

Policy Interpretation

- 4.2.4 The SSRP establishes a long-term vision for the region using a cumulative effects management approach to guide local decisionmakers in land use and watershed management to achieve Alberta's economic, environmental and social goals. This Plan allows The City to encourage and incentivize more progressive policies related to sustainability and the environment.
- 4.2.5 Where an intent statement accompanies a policy, it is provided as information only to illustrate the intent and enhance the understanding of the subsequent policies. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.

- 4.2.6 The word “should” is explicitly used to further clarify the directional nature of the statement. Policies that use active tense or “should” are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives will comply with MDP and CTP policies, intent and guidelines to the satisfaction of The City with regard to design and performance standards.
- 4.2.7 Policies that use the words “shall,” “will,” “must” or “require” apply to all situations, without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.
- 4.2.8 All illustrations and photos are intended to illustrate concepts included in the Plan and are not exact representations of an actual intended development. They are included solely as examples of what might occur after implementation of this Plan’s policies and guidelines.

Figure Interpretation

- 4.2.9 Unless otherwise specified within this Plan, the boundaries or locations of any symbols or areas shown on a figure are approximate only, not absolute, and shall be interpreted as such. Figures are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way.
- 4.2.10 Unless otherwise specified within this Plan, where actual quantities or numerical standards are contained within the figure, these quantities or standards shall be interpreted as conceptual only and will be determined at the detailed design stage.

Appendix Interpretation

- 4.2.11 The appendices do not form part of the statutory portion of this Plan. The intent of the appendices is to provide information and guidelines to support the policies of this Plan.

Plan Limitations

- 4.2.12 Policies and guidelines in this plan are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose. Detailed site conditions or constraints must be assessed on a case-by-case basis as part of an outline plan, land use amendment, subdivision or development permit application.

Existing Caveats/Restrictive Covenants

- 4.2.13 Some parcels in the Plan Area may have caveats registered against the certificate of title which may restrict development. These restrictions may include, but are not limited to, restricting development to one or two-unit dwellings. In some cases, the caveats may not be in alignment with the goals and objectives of this Plan and where such conflicts

occur, The City of Calgary supports the direction of this Plan. However, it is the responsibility of landowners to have caveats discharged from their land title certificate.

4.3 Local Area Plan Implementation Monitoring, Review and Amendments

- 4.3.1 New concepts and ideas may arise that are constrained by or contradictory to certain policies within this Plan. Where such new concepts and ideas respond to and meet the intent of the vision and core ideas of the Plan found in Chapter 1, or offer a creative solution to a particular problem, amendments may be supported.
- 4.3.2 The policies within this Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary by Administration, these policies shall be updated through the plan amendment process either generally or in response to a specific issue in accordance with the Municipal Government Act. Where an amendment to the Plan is requested, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the MDP and other relevant policy documents.

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Appendix A: Implementation Options

The following implementation options have been identified by stakeholders through public engagement during the development of the Plan. The implementation options support achieving the vision of the Plan. The list below can and should be updated and when actions are implemented, and when additional actions are identified through further engagement and must align with the core values and vision of the Plan.

This Appendix is non-statutory and is intended to be revised over time as local growth occurs, actions are evaluated or completed, and/or new options are identified through subsequent stakeholder engagement and City departmental prioritization. As a non-statutory part of the Plan, updates to this Appendix do not require a Public Hearing of Council.

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Summary of Implementation Options

Core Idea: Support intensification and economic viability while complementing existing heritage development.

Supporting Growth Objective	Implementation Options	Location
Recognize and support community character through public realm investment.	Fund and implement the 9 Avenue SE Streetscape Master Plan.	Inglewood
	Explore creation of community beautification through public art and murals.	Inglewood and Ramsay
	Integrate wayfinding into the streetscape at key intersections including community entrances and at Primary Transit Network stations to destinations within and beyond the Plan Area.	Inglewood and Ramsay
Enhance the quality of the pedestrian realm along the 9 Avenue SE Main Street and in station areas.	Improve the pedestrian crossing at the intersection of 9 Avenue SE and 14 Street SE.	Inglewood
	Explore opportunities to improve pedestrian crossings along 9 Avenue SE, 8 Street SE 11/12 Street SE and Spiller Road SE.	Inglewood and Ramsay
	Explore safety and beautification enhancements for pedestrians and cyclists at underpasses along 9 Avenue SE and 11/12 Street SE.	Inglewood and Ramsay
	Explore removal of the traffic gate at 13 Street SE and 11 Avenue SE.	Inglewood
	Explore the removal of the cul-de-sac at 10 Avenue SE and 14 Street SE.	Inglewood
	Incorporate pedestrian-scale lighting as redevelopment occurs, particularly along 9 Avenue SE, 8 Street SE and 11/12 Street SE.	Inglewood and Ramsay
Ensure residents have access to a variety of public spaces in which to create and develop social connections with their neighbours.	Explore improvements to the Inglewood Community Association and Ramsay Community Association buildings.	Inglewood and Ramsay
	Maintain the Inglewood Community Garden.	Inglewood
Recognize, re-adapt and preserve community heritage, where appropriate.	Re-adapt and restore heritage properties along 9 Avenue SE and 8 Avenue SE as new development occurs.	Inglewood
	Explore restoration of heritage properties listed in the Inventory of Evaluated Historic Resources.	Inglewood and Ramsay
	Incorporate historic plaques in parks, open spaces and at other locations, where appropriate.	Inglewood and Ramsay

Core Idea: Provide inclusive and diverse housing options.

Supporting Growth Objective	Implementation Options	Location
Provide opportunities for affordable housing choices for a variety of people.	Support housing providers to build and provide affordable and accessible housing.	Inglewood and Ramsay

Core Idea: Promote walking, cycling and transit use to access local employment, commercial and amenities, focusing on 9 Avenue SE and 11/12 Street SE.

Supporting Growth Objective	Implementation Options	Location
Enhance active modes connections and safety; complete missing links.	Consider developing a streetscape masterplan for 11/12 Street SE between the Zoo Bridge and 26 Avenue SE that incorporates a safe and convenient cycling connection.	Inglewood, Ramsay and Alyth/Bonnybrook
	Improve pedestrian public realm along 11/12 Street SE between the Zoo Bridge and 26 Avenue SE to better connect Ramsay with Inglewood.	Inglewood and Ramsay
	Explore the provision of direct and separated cycling infrastructure along 11 Street SE/12 Street SE.	Inglewood, Ramsay and Alyth/Bonnybrook
	Consider providing a direct pedestrian and cycling connection between 8 Street SE 9 Avenue SE close to the 8 Street SE road closure.	Inglewood and Ramsay
	Explore removal of the cul-de-sac on 10 Avenue SE and 14 Street SE.	Inglewood
	Explore removal of traffic gate at 13 Street SE and 11 Avenue SE.	Inglewood
	Explore providing an active modes connection between Ramsay and 9 Avenue SE in close proximity to the 8 Street SE closure.	Inglewood and Ramsay
	Provide an active modes connection to link Inglewood and Ramsay at the future Inglewood/Ramsay Green Line LRT station to provide a pleasant year-round experience for users during both day and night.	Inglewood and Ramsay
	Provide additional lighting in parks and on neighbourhood pathways.	Inglewood and Ramsay
	Explore the provision of enhanced active modes infrastructure and signage on 8 Avenue SE between 8 Street SE and 19 Street SE.	Inglewood

Enhance active modes connections and safety; complete missing links con't.	Improve pedestrian and cyclist mobility along the Elbow River pathway underpass.	Ramsay
	Consider opportunities for on-street east/west cycling routes between 8 Street and 11 Street SE along 17 Avenue SE and 21 Avenue SE.	Ramsay
	Consider opportunities for on-street cycling routes from Colonel Walker School to the Bow River via 8 Street SE.	Inglewood
	Continue to enhance existing north-south cycling connections.	Inglewood and Ramsay
	Provide a rapid flashing beacon at 11 Avenue SE and 12 Street SE.	Inglewood
	Provide new north-south cycling connections to link residents of Inglewood and Ramsay to the future 26 Avenue SE LRT Station.	Inglewood, Ramsay and Alyth/Bonnybrook
	Explore a multi-use pathway connection along the proposed Green Line alignment.	Inglewood and Ramsay
	Provide bicycle parking at destinations throughout the Plan Area including at Primary Transit Hub facilities, entrances to open spaces, along 9 Avenue SE, 8 Street SE and 11/12 Street SE.	Inglewood, Ramsay and Alyth/Bonnybrook
	Improve Scotman's Hill staircase to incorporate cycling facilities.	Ramsay
	Fund and complete a study for a multi-use pathway that meets current standards for width and grade on the east side of the Elbow River from the Traverse Bridge to MacDonald Bridge.	Inglewood and Ramsay
Continue to improve the transit experience and connections within and between communities.	Provide enhanced transit stop waiting amenities incorporated into development along the Primary Transit Network (LRT and BRT), focused on 9 Avenue SE and 8 Street SE.	Inglewood, Ramsay and Alyth/Bonnybrook
Strengthen safety, connectivity, and accessibility for all transportation modes.	Improve circulation for all modes at 17a Street SE roundabout; explore alternative circulation options.	Inglewood
	Explore options for consolidated development along the west side of 17a Street SE and complete pedestrian connection from the roundabout to Bow River pathway system.	Inglewood
	Explore opportunities to improve the pedestrian crossing at 17 Avenue SE and the CPR tracks.	Inglewood
	Explore opportunities to improve the 9 Avenue SE and 15 Street SE intersection for all modes.	Inglewood

Strengthen safety, connectivity, and accessibility for all transportation modes con't.	Incorporate the provision of sidewalks on both sides of the streets when road improvements occur.	Inglewood and Ramsay
	Prioritize traffic calming in high-pedestrian locations including schools, recreation centres and at community association buildings.	Inglewood and Ramsay
	Explore traffic calming along Salisbury Street SE and on 8 Avenue SE between 8 Street SE and 14 Street SE.	Inglewood and Ramsay
	Explore opportunities to provide complete streets on 19 Street SE between 9 Avenue SE and Blackfoot Trail SE.	Inglewood
	Improve circulation for all modes at the 26 Avenue SE and Highfield Road SE roundabout.	Alyth/Bonnybrook
	Explore opportunities to provide complete streets on 26 Avenue SE between the roundabout and Blackfoot Trail SE.	Alyth/Bonnybrook
	Explore opportunities for enhanced connectivity for all modes at Blackfoot Trail SE and Ogden Road SE.	Alyth/Bonnybrook
	Explore opportunities for enhanced connectivity for all modes at Blackfoot Trail SE and Alyth Road SE.	Alyth/Bonnybrook
	Explore incorporating electric vehicle charging infrastructure in city-owned parking lots including open space parking lots.	Inglewood, Ramsay and Alyth/Bonnybrook
	Explore providing bicycle and scooter share parking areas in key locations including along the river pathway and at LRT stations.	Inglewood and Alyth/Bonnybrook
	Explore connecting 25 Avenue SE over Highfield Road SE to Blackfoot Trail SE as shown in the 25/26 Avenue SE Blackfoot Trail Connector Report.	Ramsay
	Explore opportunities for providing complete streets for 8 Street SE south of the 9 Avenue SE closure.	Ramsay

Core Idea: Encourage social interaction in parks and open spaces for all ages and abilities.

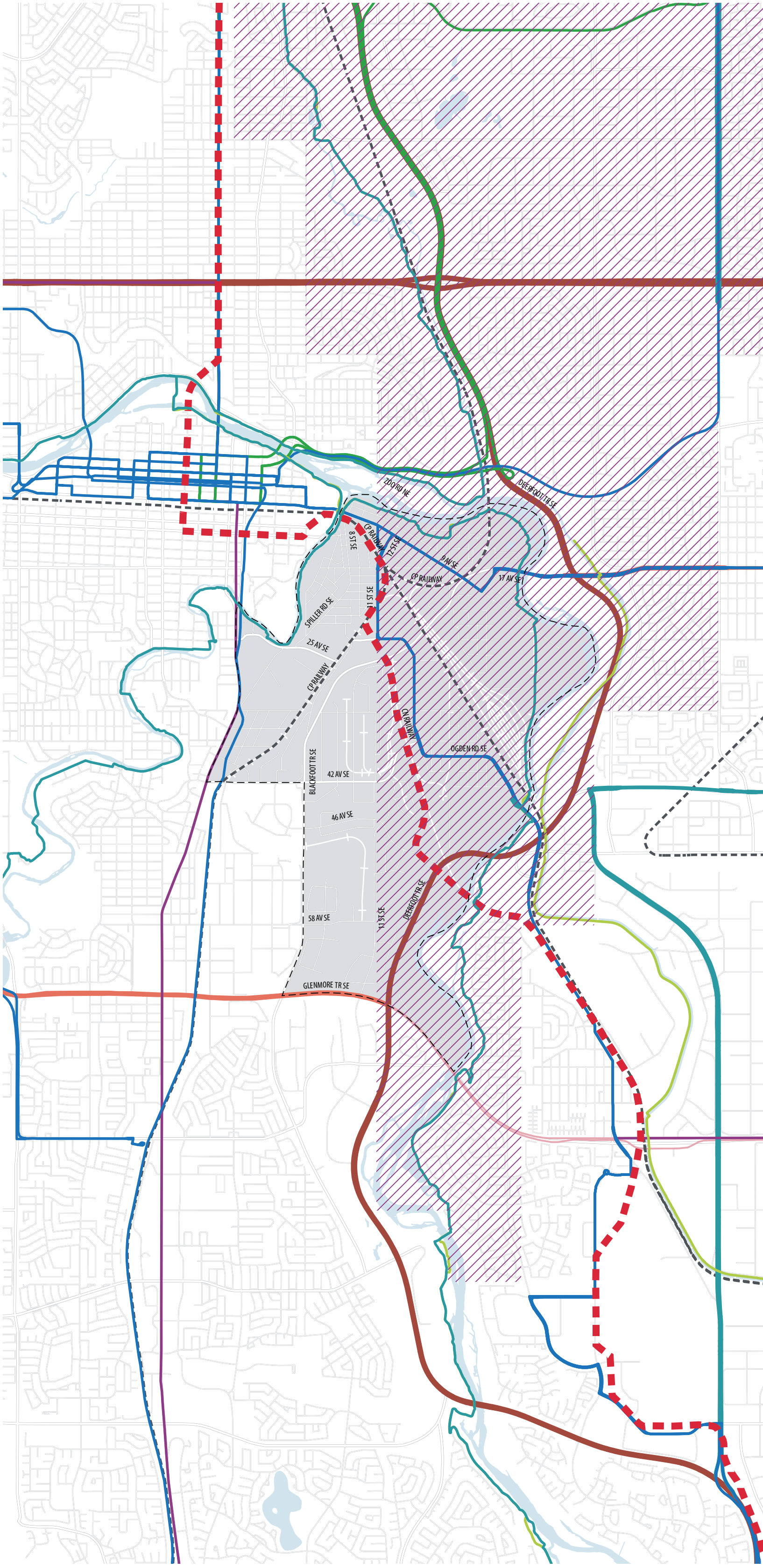
Supporting Growth Objective	Implementation Options	Location
Provide opportunities for new community parks and open spaces.	Provide municipal reserve in the form of land and not cash in lieu.	Inglewood, Ramsay and Alyth/Bonnybrook
Enhance existing community parks and open spaces, cater to diverse users.	Enhance existing community parks and open spaces with amenities such as seating and gathering spaces.	Inglewood and Ramsay
	Provide active and passive recreation opportunities for seniors in existing and future parks and open spaces.	Inglewood, Ramsay and Alyth/Bonnybrook
	Construct accessible playground at Enmax Park.	Ramsay
	Provide a multi-use pathway along Scotman's Hill ridge that connects the ridge with the land to the west of the escarpment.	Ramsay
	Activate green space south of Inglewood Cove SE between 15 Street SE and 17 Street SE.	Inglewood
	Explore upgrades to Jefferies Park that focuses on the rail history of the area.	Ramsay
	Provide bird-friendly streetlights and illumination along the Bow River pathway.	Inglewood and Ramsay
	Formalize river access locations identified on Map 3: Community Characteristics and Attributes , designed to minimize negative impacts to the Bow and Elbow Rivers and associated riparian areas.	Inglewood and Ramsay
	Complete the 'Bend in the Bow' project.	Inglewood
	Enhance the alley north of 8 Avenue SE fronting on to the Bow River Pathway between 8 Street SE and 13 Street SE to emphasis safe and slow active transportation options to support back-of-lot development along the park.	Inglewood and Ramsay
	Preserve established residential tree streetscapes.	Inglewood and Ramsay
Enhance existing public recreation facilities.	Explore continued operation of Inglewood Aquatic Centre including the extension of operating hours.	Inglewood

Appendix B: Regional Corridors and Context













Regionally significant corridors, including mobility corridors are depicted on **Map B1: Regional Corridors and Context Map** and transmission corridors are depicted on **Map B2: Regional Transmission Map** as identified by the Interim Growth Plan.

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MAP B1
Regional Context
Map



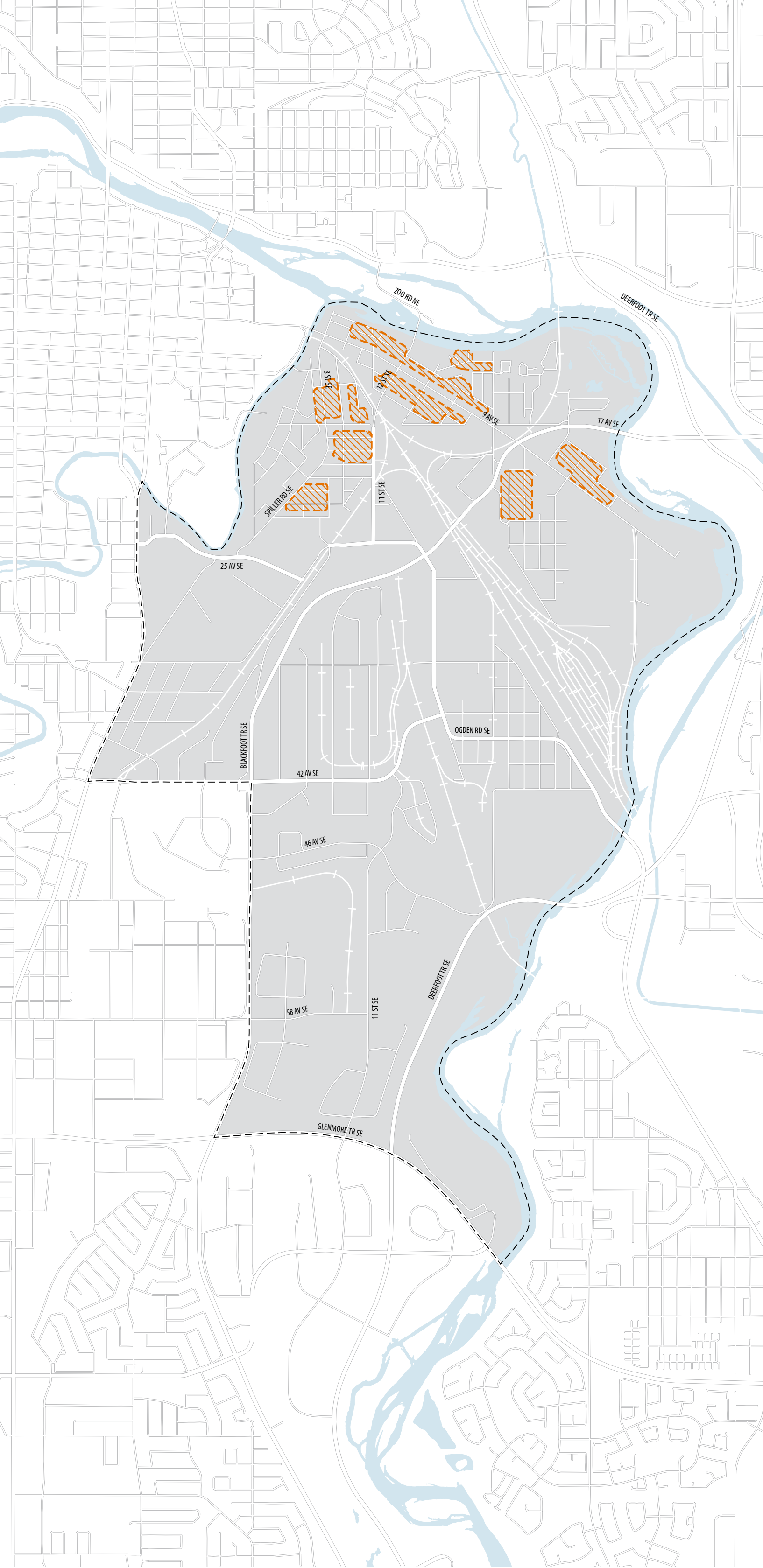
Legend

-  Airport Vicinity Protection Area
-  The Great Trail
-  Regional Pathway
-  Planned Future High Occupancy Travel
-  Existing High Occupancy Travel
-  Public Intermunicipal Transit Route
-  Goods Movement
-  Rail Transportation
-  Level 1 Highway
-  Level 2 Highway
-  Level 3 Highway
-  Plan Area Boundary



Appendix C: Heritage Planning Areas

Map C: Heritage Planning Areas identifies areas of concentrations of heritage assets. The map is intended to help inform the Heritage Planning Areas policies set out in **Chapter 2: Enabling Growth** of the Plan.

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Legend

-  Heritage Planning Areas
-  Plan Area Boundary

Appendix D: Constraints

The following development constraints should be considered throughout the planning process and may be applicable at time of development.

Constraints

Airport Vicinity Protection Area

The Airport Vicinity Protection Area (AVPA) regulation governs development within the flight path of airplanes travelling to and from the Calgary International Airport to ensure land use compatibility.

A significant portion of Inglewood is located within the NEF 30, which limits residential uses. Properties within the NEF contours must comply with acoustical requirements of the Alberta Building Code. The AVPA Regulation's list of prohibited uses in NEF contours should be consulted prior to the development or redevelopment of any property falling within the NEF contours.

Freight Rail Corridor

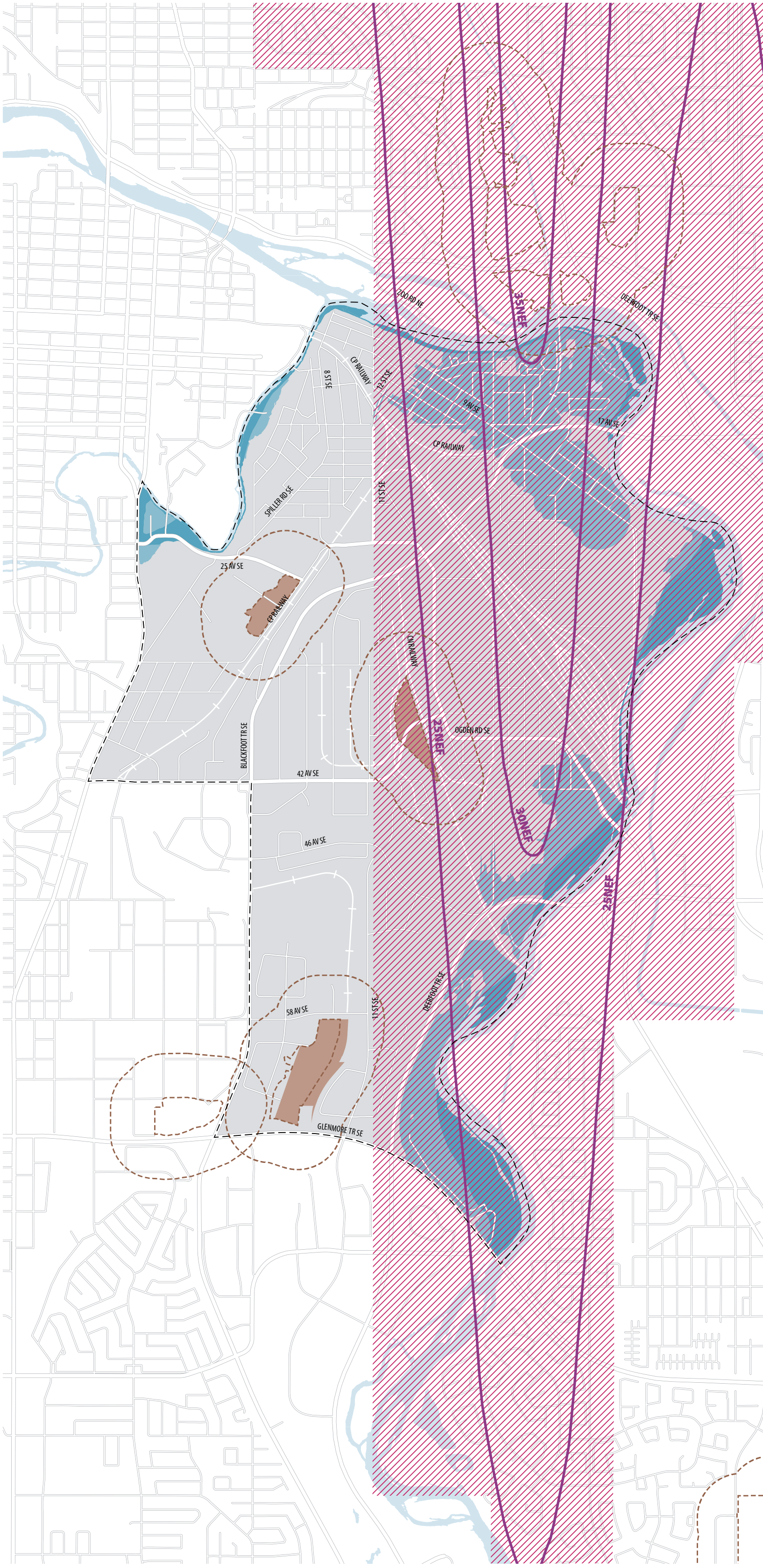
Canadian Pacific Railway rail corridors and a rail yard are located in the Plan. Any development adjacent to freight rail corridors must comply with the requirements of the Development Next to Freight Rail Corridors Policy, in addition to any other applicable policies.

Landfill Setbacks

Land in the Plan Area is subject to setbacks from the non-operating Manchester, Nose Creek and Springbank landfills. The Subdivision and Development Regulation of the Municipal Government Act prohibits hospital, school, residence and food establishment uses.

Contaminated Sites

The Plan Area has historically been home to considerable industrial development, resulting in potentially contaminated sites that may impact redevelopment. Environmental site assessments may be required at the time of development permit application and review to ensure site suitability.



Legend

- NEF Contour
- Airport Vacinity Protection Area
- Landfill Site
- Landfill Buffer
- Flood Fringe
- Floodway
- Plan Area Boundary