



# 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 Policy Committee on Planning and Urban Development 03 February 2021. Any resulting changes to the Guidebook would result in changes to the draft LAP.

Draft - June 2021  
[engage.calgary.ca/GreenLineCommunities/IR](https://engage.calgary.ca/GreenLineCommunities/IR)



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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.

## Policy Relationship

### 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for Great Communities* establishes the basic, foundational policies for the Plan Area that are supplemented or superseded by community specific vision and policy set out in this Plan.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. Local Area Plans use Urban Form Categories from The Guidebook, represented with different colours on Map 4: Urban Form to direct built form outcomes.

### 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. Guided by the MDP and the Guidebook, Local Area Plans provide community-specific policies related to land use planning and development are also included.



## How to Use this Plan and the 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**).

DRAFT



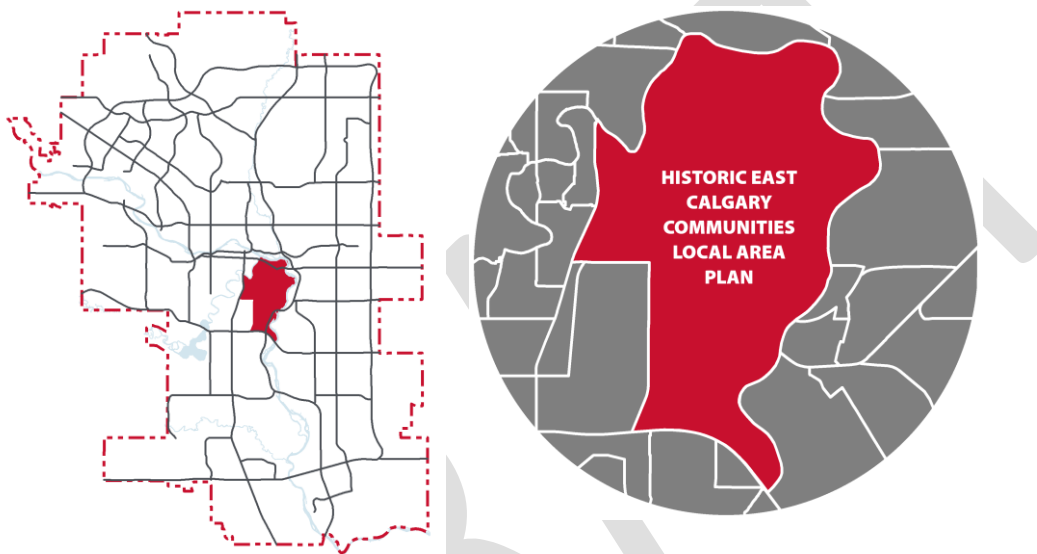
# Chapter 1 – Visualizing Growth

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## 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 Historic East Calgary Communities 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

Core ideas were developed through the engagement process and shaped the policies found in Chapters 2 and 3 of the Plan.

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 the 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 Wîcastabi 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. 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, including a buried campsite identified north of the Inglewood Bird Sanctuary in 1979. Indigenous people followed the Old North Trail that passed 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.

Calgary began in 1875 as a North-West Mounted Police (NWMP) post established on the south side of the Bow at its confluence with the Elbow. Around the same time, the Hudson's Bay Company (HBC) opened a trading post on the east side of the Elbow, and the Montana-based I.G. Baker Company opened another on the west side of the river. Metis freighters built small log shacks for themselves on both banks of the Elbow.

The Dominion Land Survey (DLS) established a standard grid pattern of land division that ultimately prevailed in most of western Canada. The land was divided into townships comprising 36 square sections each, with each section containing 640 acres of land. After 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, the DLS acted to complete its township subdivision survey in what is now southern Alberta. The survey was completed around the same time as the CPR's arrival in the summer of 1883.

Inglewood, Ramsay, and Alyth/Bonnybrook lie within sections 11, 12, 13, and 14 in Township 24, Range 1, West of the 5th Meridian. Sections 12 and 14 were designated for agricultural purposes and opened to homesteaders; Section 11 was reserved for school use, and Section 13 became CPR property.

Settlers established themselves in advance of the surveyors and the railway. In Section 14, Cecil Denny (1850–1928), a NWMP officer, took up ranching in the southeast quarter in the late 1870s, and Métis freighter Louis Roselle (1821–1891) and his wife, Angelique, began farming a small crop of potatoes in the southwest quarter in 1880. Louis Roselle later made a successful homestead claim to land in that quarter. Angus Fraser, who managed the HBC post, successfully claimed the northwest quarter. Colonel James Walker (1846–1936), another retired NWMP officer, homesteaded in Section 12 along the banks of the Bow. When the CPR revealed its plans for a southern route, more settlers arrived, and a “tent town” settlement emerged on the east side of the Elbow.

In the expectation that Calgary would remain centred east of the Elbow, two partnerships acquired land in western Inglewood and northern Ramsay for their development potential. Ontario investors Wesley Fletcher Orr (1831–1898) and Mary Schreiber (1833–1925) purchased Roselle's claim, which was situated west of today's 11 Street SE. East of 11 Street, local rancher and businessman Captain John Stewart (1854–1893) and NWMP Commissioner A.G. Irvine (1837–1916) acquired the Denny Estate.

Roselle's claim took a long time to resolve, and that delayed Orr and Schreiber's efforts. Stewart and Irvine's proposed development included villa lots along the Bow River, a commercial district, and the offer of lots for churches, a market, a school, and a town hall. However, the CPR laid out a new townsite on its own property west of the Elbow in Section 15 on the future site of the downtown core. The settlement moved west of the river in early 1884, and Calgary was incorporated as a town later that year. It became a city in 1894.



Though land values east of the Elbow were diminished, the municipal boundaries included Section 14, which contains present-day Inglewood and Ramsay as far south as 17 Avenue SE and as far east as 15 Street SE. Orr moved to Calgary when he received patent to his land in 1886, and he registered a subdivision, Plan A2, in 1887. Orr promoted industrial and railway development east of the Elbow in his roles as town councillor, mayor, and Calgary Herald publisher. Other prominent Calgarians, including Colonel Walker and rancher-industrialists Patrick Burns (1856–1937) and A.E. Cross (1861–1932), influenced the area's development. (Burns and Cross were among the Big Four ranchers who offered financial backing for the original Calgary Stampede in 1912.)

East Calgary, as the district became known descriptively, emerged as a mixed residential and industrial area with a main street business district on Atlantic Avenue, which is now called 9 Avenue SE. Annexations in 1903, 1906, 1907, and 1910 brought the entire study area into the city limits. Local subdivisions and industrial areas developed, each with their own name. By the mid-20th century, they combined into the communities of Inglewood and Ramsay.

Until the 1940s, western Inglewood was still known as East Calgary. By that time, the name had developed negative connotations. The local ratepayers' association encouraged the use of "Inglewood" over "East Calgary," and, in 1946, the Inglewood Lawn Bowling Club and the Calgary Public Library's new branch adopted the name. The Inglewood Community Association was formally registered in 1956.

The Ramsay Parent-Teachers Association, established in 1921 and centred on Ramsay Elementary School, was an early manifestation of community development. Residents formed the Grandview Association in 1948, and in 1956 they applied for a charter that would allow it to operate a community hall and conduct charitable work and social programs. But the name Grandview already belonged to an Edmonton association, so Calgary's Grandview chose a new name that honoured Silas A. Ramsay (1850–1942), a nine-term alderman who served as Calgary's mayor in 1904–05. Burnside, Grandview, Mills Estate, and part of the old Brewery Flats became Ramsay.

Historic trails, railway tracks, street development, and public transit routes have shaped the area's history and development. The historic Macleod Trail, followed an older historic trail along an old river channel east of the Elbow and south of the Bow. When 2 Street SE in downtown Calgary was renamed Macleod Trail in 1967, the old route through Inglewood and Ramsay became 8 Street SE and Spiller Road SE (named for Ted Spiller, a local leader in the Boy Scout movement).

Further east, 11 Street SE in Ramsay and 12 Street SE in Inglewood developed as a north-south thoroughfare that leads to the 12 Street Bridge and the Calgary Zoo on St. George's Island. The bridge was built in 1908 and replaced in 2017.

The CPR's transcontinental line, built in 1883, formed an arc that separated the future Inglewood and Ramsay communities and bisected the future Alyth/Bonnybrook district to the south. Construction of north and south branch lines in the early 1890s created a hub of railway tracks in the district and divided areas by lines of track. In time, lead and spur lines were built to service industries and warehouses.



In 1914, two national railways completed their branch lines into Calgary. Both the Canadian Northern (CNoR) and Grand Trunk Pacific (GTP) entered the city from the southeast. The CNoR entered the Stockyards district and turned west at 26 Avenue SE to its new terminal and freight sheds at Lindsay Park, passing through Burnsland and Scotsman's Hill. The GTP followed the west bank of the Bow through Alyth/Bonnybrook, Walker Estate/Inglewood, Pearce Estate & Bow Bend, and East Calgary on its way to its new terminal at the Fort Calgary site. Both new railways extended freight services to a small number of industries. The new railways proved unsuccessful; after the First World War, the federal government assumed ownership and, in 1923, folded them into Canadian National Railways (CN).

A short-lived early footbridge and the CPR's original trestle bridge spanned the Elbow in the early 1880s. In 1887, a new highway bridge linked Atlantic Avenue (9 Avenue SE) with its counterpart west of the river. It was replaced in 1897 and again in 1909 to accommodate the new Calgary Municipal Railway, which began service that year and included a line along 9 Avenue to 15 Street SE. Within a few years, the East Calgary line was extended to 21 Street SE.

A second route, the Mills Subdivision line (commonly known as the Burns Avenue line), began service in 1911 across the new Macdonald Bridge, south on 8 Street SE and Spiller Road, and east on Burns Avenue (21 Avenue SE) to 11 Street SE. In 1912, service to the new Ogden Shops commenced on the same route, which was further extended south on 11 Street SE, east on 26 Avenue SE, and on to Ogden.

Additional tracks later encircled part of Mill's Estate (along Spiller Road SE, 11 Street SE, and 19 and 21 Avenues) and connected the East Calgary and Ogden lines along a route through Walker Estate/Inglewood and Alyth/Bonnybrook. Between 1947 and 1950, the renamed Calgary Transit System replaced its streetcar network with a fleet of buses and rubber-wheeled electric trolley coaches. In 1950, a trolley coach route was established on 9 Avenue east to 17 Street SE and south from there to 28 Avenue SE. Calgary Transit phased out its trolley coaches in 1974 and introduced Light Rail Transit (LRT) in 1981. The LRT's proposed future Green Line is expected to traverse the district and to include stations in Mill's Estate and the Stockyards district.

The city experienced rapid growth in the years leading up to the First World War, which contributed to commercial, industrial, and residential development in Inglewood and Ramsay. Many of the district's existing historic homes, churches, and commercial and industrial buildings date from that period. Residential and commercial 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, although there was some commercial development along the 8 Street SE streetcar route.

Growth in Inglewood and Ramsay, and across the city, slowed when the boom ended in 1913. Like the rest of Calgary, the district and its people alternately benefited and suffered during a late-1920s economic revival, the Great Depression, and the Second World War.



In the late 1950s, Blackfoot Trail was developed as a truck by-pass route to divert heavy goods traffic from the city centre. It established a physical boundary at the south end of Hampstead Hill and the Stockyards. In the late 1960s, urban renewal proposals included expansion of Blackfoot and Bow trails, and this threatened the very future of Inglewood and Ramsay. Architect Jack Long (1925–2001), who later represented the area as Ward 9 alderman, led a group of residents who defended the district's interests. Aging housing stock, freeway proposals, and other inner-city conditions posed many 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.

In 1991, The City declared Inglewood as a Special Heritage Character Area, a designation that led to restoration projects for heritage buildings. With its confluence of new development and heritage restoration, the district enjoys strong community spirit and boasts a healthy business district with many independent shops and services. In Ramsay, the departure of major industries, and the replacement or repurposing of their facilities, has contributed to the district's transformation since the 1990s as a trendy residential and business district.

The historic neighbourhoods of Inglewood consist of Atlantic Avenue (9 Avenue SE), Brewery Flats, East Calgary, Pearce Estate, and Walker Estate. Ramsay includes the historic neighbourhoods of Grandview, Hampstead Hill, Mills Estate, Pearce Estate, Scotsman's Hill and the Stockyards (See **Map 2: Historic Neighbourhoods**). Additional historical information on these areas are found at the beginning of the policy section for each area.

Both Inglewood and Ramsay are distinctive neighbourhoods that will continue to evolve with strong connections to the Bow and Elbow rivers and the industrial and railway history of the area.





### Legend

- 12



## 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 Stampede Park.

### *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.

Numerous natural features and open spaces are found throughout the Plan and include Scotsman's Hill, river pathways, Pearce Estate Park and 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.

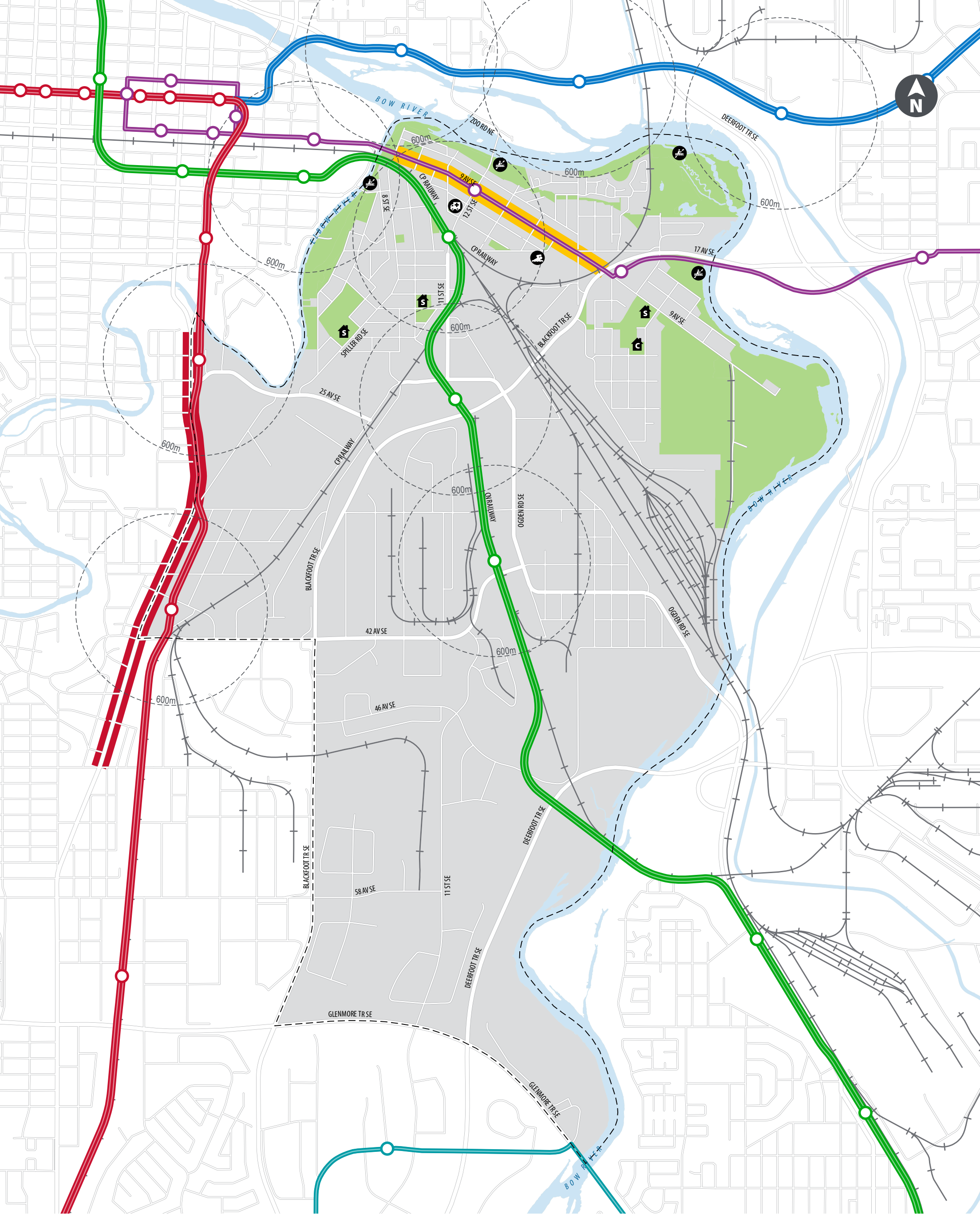
#### *Civic Facilities*

The Plan has several community amenities including schools, a Community Association buildings, the Inglewood Aquatic Centre, regional pathways and open spaces.

#### *Freight Rail Corridor*

The Plan includes a freight rail corridor and rail yard. Development or redevelopment adjacent to a freight rail corridor or rail yards must comply with rail-related policy requirements at the time of application.





**MAP 3**  
**Community Characteristics**  
**and Attributes**

- Legend**
- |  |                                   |  |                       |  |                             |
|--|-----------------------------------|--|-----------------------|--|-----------------------------|
|  | Community Centre                  |  | Blue Line LRT         |  | Freight Rail Corridor       |
|  | Future Emergency Response Station |  | Red Line LRT          |  | Neighbourhood Main Street   |
|  | School                            |  | Future Green Line LRT |  | Urban Main Street           |
|  | Swimming Pool                     |  | MAX Purple            |  | Parks, Civic and Recreation |
|  | River Access                      |  | MAX Teal              |  | Plan Area Boundary          |
|  | Distance From Station             |  |                       |  |                             |



## Chapter 2 – Enabling Growth

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### 2.1 Introduction

The Plan sets out the 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 areas surrounding the Green Line and Red Line Light Rail Transit (LRT) Stations and the MAX Purple Bus Rapid Transit (BRT) line.

### 2.2 The Guidebook for Great Communities

The Guidebook for Great Communities helps local area plans implement and refine the growth policies of the MDP by providing an urban form classification system and associated policies. The urban form classification system identifies and categorizes the purpose and general function (land use) of different parts of a community. The relationship between the resulting urban form categories helps local area plans to demonstrate how the different areas of a community relate to and support each other.

People's personal journeys within the community are the foundation of the system, establishing what people do, and will do, in different parts of a community and how many people make use, or will make use, of these areas. People go to different areas of a community for different purposes. Places where many people go are high activity areas, while places where fewer people go are lower activity areas. Despite the difference in overall activity level in different communities the structure is still similar: there are places where activity is focused in a community, such as a Main Street, and places that are less active, such as a local residential street.

### 2.3 Future Growth Concept

The future growth concept set out in this Plan envisions accommodating growth and change in key strategic areas as identified in the MDP, through planning and technical analysis, and stakeholder engagement conducted in the drafting of this Plan.

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.

As set out in the vision, future growth in the plan will be anchored by the 9 Avenue SE Main Street, Green Line LRT stations and MAX Purple BRT stops. Future growth will continue to support the unique artistic and cultural life found in the Historic East Calgary Communities.



The Plan envisions the highest activity levels along the 9 Avenue SE Main Street, which will continue to evolve as an eclectic main street with both historic buildings and new development that will provide amenities to local residents and visitors to the Historic East Calgary Communities. Development along 9 Avenue will be predominately up to six storeys, with opportunities for up to 12 storey development at locations indicated on **Map 5: Building Scale**. Development of up to 12 storeys will provide increased ridership at the Ramsay/Inglewood Green Line station and will support local businesses along the Main Street.

Development along 8 Street SE and Spiller Road SE in Ramsay will accommodate moderate growth and provide opportunities for local businesses and community amenities. Similarly, 11/12 Street SE will continue to evolve with more opportunities for residential, commercial and low-impact industrial development.

A number of comprehensive planning sites include land surrounding the 26 Avenue SE station, land adjacent to the 9 Avenue SE Max Purple station located at 16 Street SE and on the Brewery-Rail lands that will also accommodate future growth.

Finally, industrial development will continue to occur with added opportunities for industrial to transition over time to more low-impact, light industrial uses. Calgary Stampede back of house will continue to provide support functions to the Calgary Stampede.

The vision for growth in the Historic East Calgary Communities is represented on **Map 4: Urban Form** and **Map 5: Building Scale**. The maps use the urban form categories, building scale and policy found in Chapter 2 of the Guidebook.

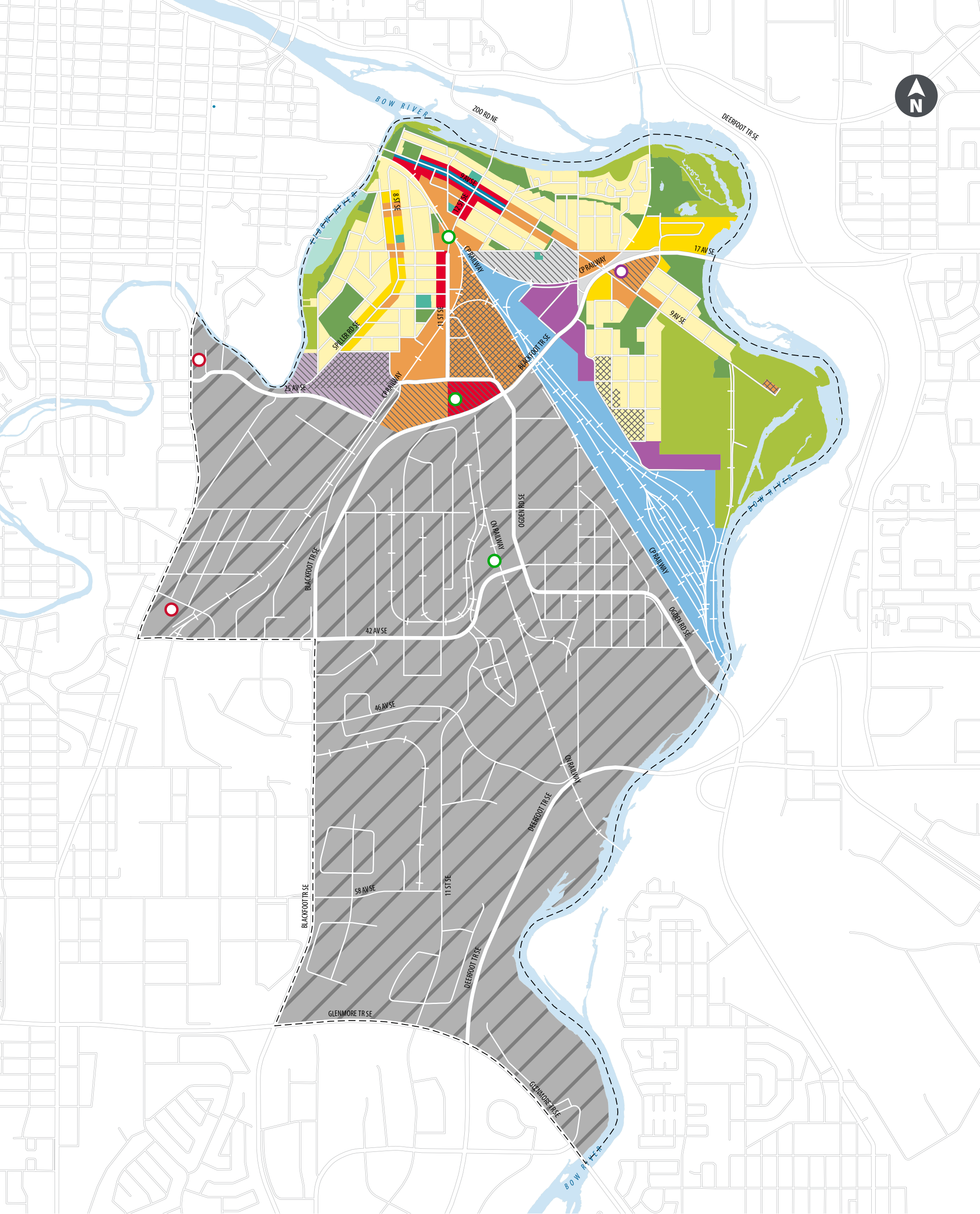
These maps indicate the focal points for future growth and activity and define the general function for different parts of the Historic East Calgary Communities. Specific urban form categories and building scales for locations within the Historic East Calgary Communities are described in relation to the overall vision for the plan and policy that speaks to the distinct geographic parts of the Historic East Calgary Communities plan area.

**Map 4: Urban Form** illustrates the general location of urban form categories and the block pattern in the Plan area. Together these elements describe the primary community functions/land uses (housing, commercial, industrial, regional campus, parks, civic and recreation, and natural areas) and policy consideration for the Plan area. Urban form categories can be modified to respond to the local context through additional policy guidance. The additional guidance is intended to be complementary to the urban form category to which they have been applied.

**Map 5: Building Scale** illustrates the general building height and massing within the Plan area which supports the primary functions shown in **Map 4: Urban Form**. To understand the type and scale of development that is appropriate in the Plan area both maps should be read together.

All development should generally comply with the maps and policies from the Plan as well as the policies of the Guidebook.





**MAP 4**  
**Urban Form**

**Urban Form Categories**

- Neighbourhood Commercial
- Neighbourhood Flex
- Neighbourhood Connector
- Neighbourhood Local
- Industrial General
- Industrial Heavy

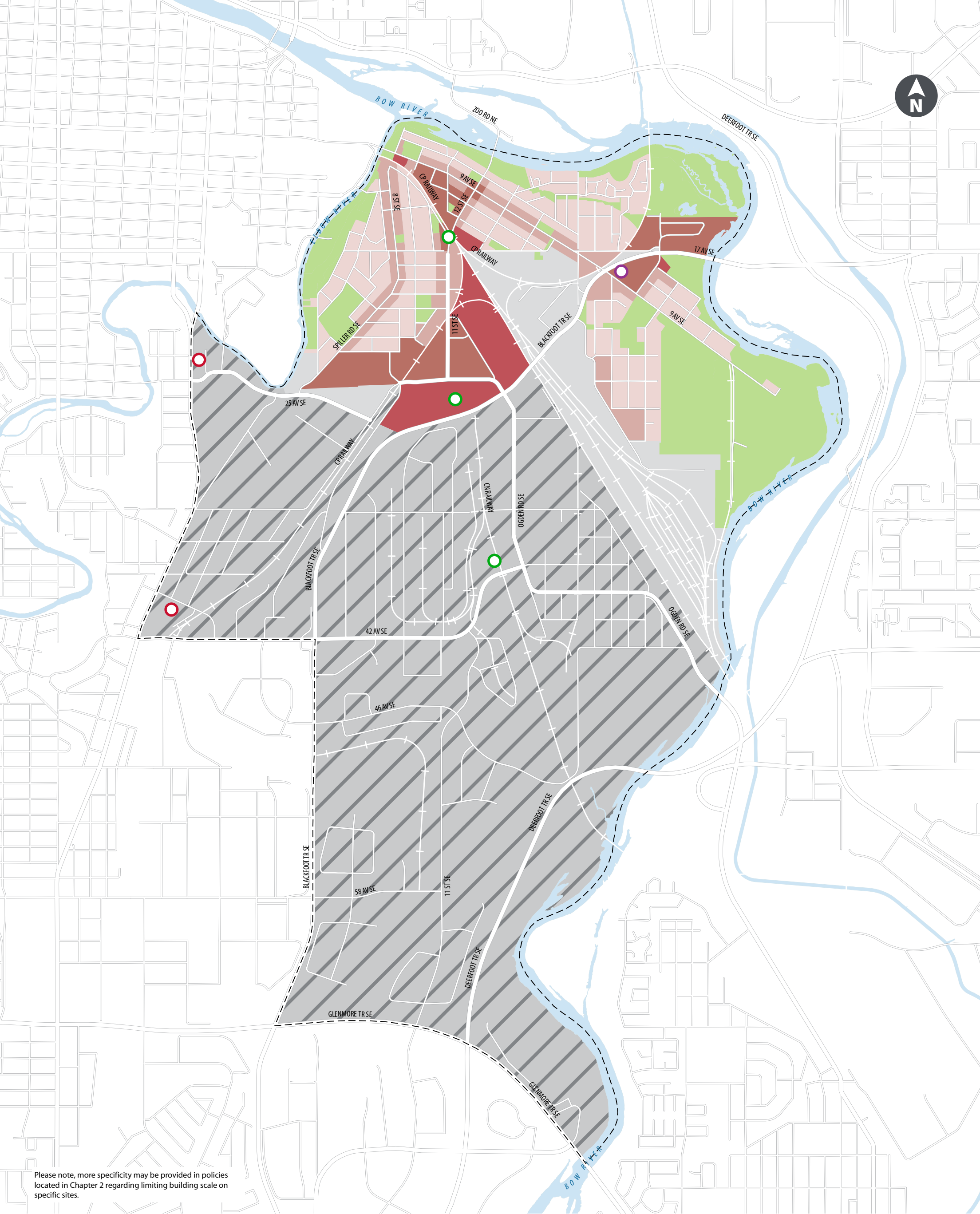
- Natural Areas
- Parks and Open Space
- City Civic and Recreation
- Private Institutional and Recreation
- Regional Campus
- Future Policy Work

- No Urban Form Category
- LRT Green Line
- LRT Red Line
- MAX Purple

**Additional Policy Guidance**












- Active Frontage
- Comprehensive Planning Site
- Industrial Transition
- Plan Area Boundary





**MAP 5**  
**Building Scale**

**Legend**

- |   |   |   |
|---|---|---|
|  No Scale Modifier         |  Mid (up to 12 Storeys)  |  MAX Purple                  |
|  Limited (up to 3 Storeys) |  High (up to 26 Storeys) |  Parks, Civic and Recreation |
|  Low (up to 6 Storeys)     |  Red Line LRT            |  Future Policy Work          |
|   |  Future Green Line LRT   |  Plan Area Boundary          |



## 2.4 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 **2.16**.

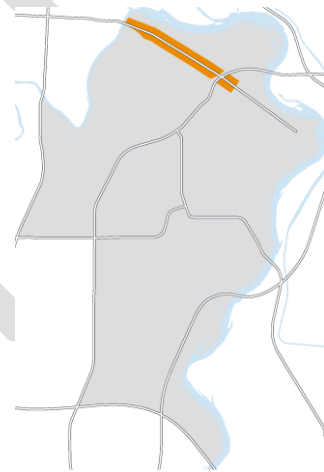
- 2.4.1 Buildings with historic value should be rehabilitated, adaptively reused and/or integrated into new development.
- 2.4.2 In Inglewood and Ramsay, there should be no new automobile service centres, drive throughs nor gas stations.
- 2.4.3 Wayfinding should be integrated into the streetscape at key intersections including community entrances and Primary Transit Network stations to direct people to destinations within and beyond the Plan Area.
- 2.4.4 Trees within the public right-of-way should be protected on residential streets to maintain historic tree-lined neighbourhood streetscapes.
- 2.4.5 New development should be designed to maintain existing mature-trees on private land.
- 2.4.6 The inclusion of additional boulevard trees as part of redevelopment is encouraged.
- 2.4.7 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.
- 2.4.8 Development that abuts a park or open space via a lane should be designed to promote lane activation.
- 2.4.9 Waste and recycling bins should be located to the rear of the site.
- 2.4.10 Garages shall only be accessed from the street if the site has no lane access.
- 2.4.11 Interim uses such as pop-up parks, sidewalk cafes, patios, performance spaces and community gardens are supported.
- 2.4.12 A Renewable and Low Carbon Energy Assessment should be submitted as part of a master planning exercise and/or development permit application for comprehensive redevelopment in:
  - a. Brewery Flats;
  - b. Hampstead Hill; and
  - c. the Stockyards.
- 2.4.13 On-site vehicular parking should be minimized through Travel Demand Management measures.



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

## **2.5 9 Avenue SE Main Street**

Historically known as Atlantic Avenue, 9 Avenue SE has always been the commercial heart of Inglewood, forming much of its business area. The 9 Avenue SE Neighbourhood Main Street consists of the portion of 9 Avenue SE between 8 Street SE and 19 Street SE. Development includes a mixture of Edwardian and modern mixed-use buildings. The 9 Avenue SE 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. Development up to 12 storeys at the intersection of 9 Avenue SE and 12 Street SE will act as a community landmark. Historic buildings interwoven with new development along 9 Avenue SE create an eclectic streetscape that will continue to evolve over time.



- 2.5.1 New development along the Main Street should be designed to align with the 9 Avenue SE Streetscape Master Plan.
- 2.5.2 There shall be no expansion of 9 Avenue SE to accommodate additional vehicle traffic lanes.
- 2.5.3 There should be no vehicular access to parkades, servicing or loading along the Main Street.
- 2.5.4 Development along the Main Street should:
- demonstrate how the design and massing responds to the adjacent development context;
  - provide setbacks and/or reduced massing on upper storeys; and
  - incorporate opportunities for small gathering spaces that do not impede pedestrian movement through publicly accessible private amenity space.

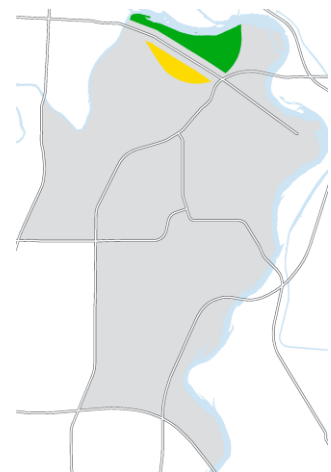


- 2.5.5 Development along the south side of 9 Avenue SE should be designed to reduce summer afternoon shadow impacts of development along the north sidewalk of 9 Avenue SE.
- 2.5.6 Publicly accessible private open space should be designed to seamlessly integrate with the commercial frontage.
- 2.5.7 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.
- 2.5.8 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.
- 2.5.9 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.
- 2.5.10 Murals to activate side or rear building façades along the Main Street are supported.
- 2.5.11 Interactive public art, where pedestrian movement is not impeded, along the Main Street is encouraged.
- 2.5.12 Development at 915 9 Avenue SE should not exceed 15 storeys.

## 2.6 Brewery Flats and East Calgary

Annexed in 1907, Brewery Flats is bounded to the north by Atlantic Avenue and to the south by the curved route of the CPR's branch line to Edmonton, which was completed in 1892. That year, A.E. Cross founded the Calgary Brewing and Malting Company, whose landmark quality and pervasive odour generated the neighbourhood's name. Historically, the area also included flour mills and the Union Iron Works factory.

East Calgary is a primarily residential district between Atlantic Avenue and the Bow River, and it was part of Calgary's original town limits. Its developers planned an exclusive neighbourhood with a never-built riverfront avenue along the Bow. The area developed more modestly, and New Street was created in 1900 to provide access to riverfront lots. The neighbourhood's most prominent resident was A.E. Cross, who founded the brewery and represented the East Calgary constituency in the North-West





Territories legislature from 1898 to 1902. His family home, which was named “Brewery House,” remains extant.

East Calgary will continue to function as predominantly residential to the north of 9 Avenue SE. To the south of 9 Avenue SE, Brewery Flats opportunities for residential development on the Brewery-Rail site will require additional planning prior to comprehensive redevelopment.

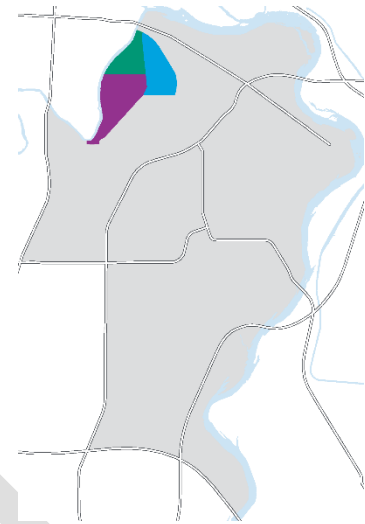
- 2.6.1 An Emergency Response Station may be located as shown on **Map 3: Community Characteristics and Attributes**.
- 2.6.2 The Emergency Response Station site should:
  - a. incorporate at-grade active uses along 12 Street SE and;
  - b. incorporate multi-residential uses above-grade.
- 2.6.3 Residential development should be designed to support laneway housing and/or live/work with at-grade units to activate the lane at locations including:
  - a. between 8 Avenue SE and 9 Avenue SE; and
  - b. south of 11 Avenue SE, between 12 Street and 13 Street SE.
- 2.6.4 8 Avenue SE between 8 Street SE and 12 Street SE should be designed transition to be a shared street over time for both motorized and non-motorized transportation.
- 2.6.5 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-Rail Lands) should be comprehensively developed through an outline plan and/or master planning process to:
  - a. reflect the industrial history of the Brewery Flats area;
  - b. incorporate year-round publicly accessible soft and hardscaped spaces;
  - c. incorporate pedestrian and cyclist connections to the Ramsay/Inglewood LRT Station;
  - d. incorporate uses that activate the Main Street;
  - e. consider how to incorporate renewable and district energy features;
  - f. step down to lower scale categories toward the Main Street; and
  - g. reduce noise, vibration and visual impact of adjacent heavy rail along the Main Street.
- 2.6.6 Development between 12 Street SE and 13 Street SE, abutting the rail corridor should:
  - a. not exceed 20 storeys;
  - b. step down to lower scale categories towards 11 Avenue SE; and
  - c. provide pedestrian and cyclist connections to the Ramsay/Inglewood LRT station.



## 2.7 Mills Estate, Grandview, and Scotsman's Hill

The Scotsman's Hill neighbourhood occupies the southern portion of its namesake natural feature. The name 'Scotsman's Hill' and 'the Scotsman's Grandstand' were in use by the 1940s and possibly earlier. Enmax Park, which is part of Stampede Park, is located at the bottom of the escarpment, along the Elbow River.

William Thompson Ramsay (1857–1921), a Scottish-born Toronto businessman who had been the CPR's land agent here in the 1880s, subdivided this area in 1912 as Central Park. He envisioned as an exclusive neighbourhood with a caveat on each title allowing construction of high-value homes only. In the event, the area became known as Grandview Heights, and it remained lightly developed until after the Second World War. Ramsay Elementary School, built in 1912–13, remains extant on land that he sold to the public school board. The school bears his name, and streets in this neighbourhood are named for his family members. However, he is not the namesake of the Ramsay district. In 1948, Ramsay Elementary opened the first school library in the city.



Grandview lies within Calgary's original town limits and includes the northern portion of Scotsman's Hill. In the mid-1880s, a sandstone quarry—one of nearly two dozen within Calgary's modern city limits that helped establish the city's reputation as Canada's Sandstone City—began operating at the base of the hill along the Elbow River. After Orr's death, his daughter Margaret Beattie subdivided the land west of Maggie Street SE (which was named for her) and north of 17 Avenue SE, in partnership with Mary Schreiber and Adam Francis Hirst Mills (1870-1926), an Ontario-born lawyer, real estate broker, developer in the city.

Mills Estate stretches from 9 Avenue south to 20 Avenue SE and is bounded to the west by 8 Street SE and Spiller Road SE and to the east by the CPR tracks. The area north of 17 Avenue SE lies within Calgary's original town limits and was originally subdivided by Orr and Schreiber in 1887 while the area south was annexed in 1907. A.F.H. Mills subdivided the residential area west of 11 Street in 1906.

The small industrial zone to the east, situated between 11 Street SE and the tracks, was subdivided in 1894. It includes the restored C.C. Snowdon Oils factory, which was built in 1911, and Western Steel Products, a sheet metal factory built in 1918 and later repurposed as the Ramsay Design Centre.

- 2.7.1 Development adjacent to the Ramsay/Inglewood LRT Station transit plaza should be designed to front the plaza to encourage pedestrian activity.
- 2.7.2 Development along Maggie Street SE and Bison Path SE should provide individual entrances at-grade to units fronting Maggie Street SE.
- 2.7.3 Maggie Street SE and Bison Path SE should continue to function as a shared street for both motorized and non-motorized transportation.

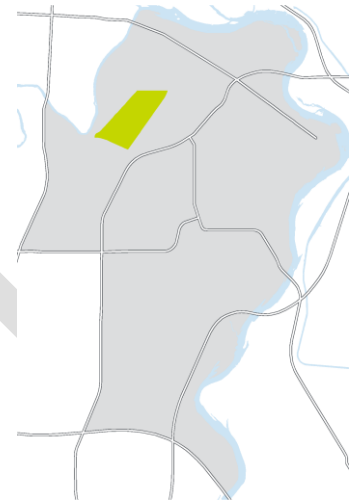


2.7.4 Live/work units along Maggie Street SE are encouraged.

2.7.5 The existing Ramsay community garden should be maintained.

## 2.8 Burnsland

Forming southwest Ramsay, Burnsland was historically ranch land and owned by Patrick Burns, the industrialist who subdivided this area from his ranchlands in 1912. Burns Avenue SE (21 Avenue SE) was also named for him. A self-made millionaire, Burns dominated the meat industry through his ranches, slaughterhouses, and retail meat markets. Burns was also behind the establishment of a nearby soap factory in 1905 that remains extant as LocalMotive Crossing, a design and office complex. Burns also sat in the Canadian Senate from 1931 until his death in 1937.



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 (CN). McKee Yards closed in the 1960s, and CN removed its tracks in the 1970s, opening Ramsay to the south. The massive Riverside Iron Works, later renamed Dominion Bridge, opened in Burnsland in 1927. It was used for shipbuilding during the Second World War. The complex closed in 1987 but it was later repurposed as Ramsay Crossing, a mixed-use complex for artists, designers, and filmmakers as well as industrialists.

This policy area also includes the Calgary Stampede back of house that supports parking, loading, staging, livestock accommodation, and RV camping for the Calgary Stampede. Burnsland became the centre of Calgary's second Roman Catholic parish, St. Anne's, with its institutional buildings (along with St. Anne's Roman Catholic school) constructed along 21 Avenue SE.

2.8.1 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.

2.8.2 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;

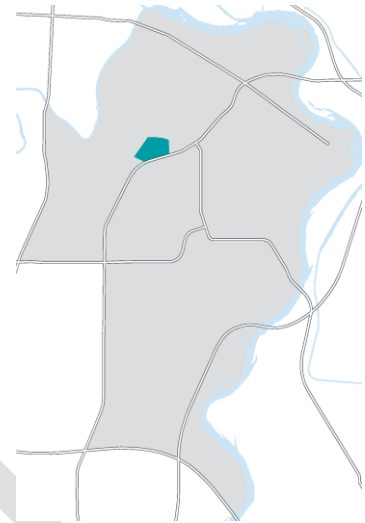


- b. cleaning, servicing, testing, repairing or maintenance of event-related goods and equipment;
  - c. offices or workshops of employees supporting event operations;
  - d. temporary overnight accommodations;
  - e. kennels and livestock accommodation, greenhouses and nurseries;
  - f. warehousing, shipping and distribution of event-related goods;
  - g. research and development;
  - h. parking; and
  - i. other uses that are similar or accessory uses to those listed above.
- 2.8.3 Comprehensive redevelopment of the Stampede back of house area will require an outline plan/master planning process.
- 2.8.4 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 planning to:
- a. incorporate elements that reflect the industrial history of the site;
  - b. provide a variety of built forms and heights;
  - c. consider incorporation of a public park space;
  - d. incorporate pedestrian and cycling permeability; and
  - e. consider how to incorporate renewable and district energy features.
- 2.8.5 The potential 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;
  - c. consider soft landscaping and permeable materials to manage stormwater; and
  - d. consider designs that encourage activities in all seasons.



## 2.9 Hampstead Hill

Hampstead originated in 1912 as a prospective residential subdivision within the 1907 annexation area and stretched from the CPR's Macleod line paralleling Dartmouth Road east to 11 Street SE and from 26 Avenue south to 34 Avenue SE. The neighbourhood did not develop as planned and during the First World War, soldiers practiced digging trenches there. In time, the area became known as Hampstead Hill. It was replotted in the 1950s as part of the Highfield industrial subdivision.



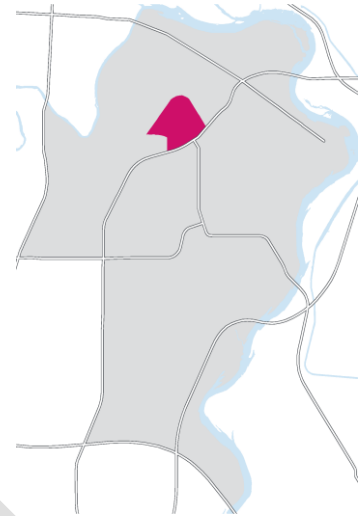
The Hampstead Hill policy area is located south of 26 Avenue SE, to the east of Highfield Road SE, north of Blackfoot Trail SE and west of the Crossroads Market. Due to its location next to the future 26 Avenue SE LRT station, Hampstead Hill will evolve into a mixed-use area with higher densities and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

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



## 2.10 Stockyards

The Stockyards is a triangle-shaped area formed by a curve in the railway lines. The Town of Calgary purchased 40 acres there in 1887 and leased it to the CPR for stockyards purposes. In 1903, The City annexed most of the area and sold land to the Alberta Stockyards Company, which developed a new stockyards facility. Patrick Burns, the company's majority shareholder, had built a slaughterhouse in this district in 1899 and later expanded it considerably. The stockyards closed in 1989, and both the Burns and stockyards complexes have been redeveloped. The final remnant of the district's once-dominant cattle industry is the Crossroads Market, which was built in 1938 as Katchen Bros.' slaughterhouse and was later expanded and renamed Calgary Packers.



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.

### 2.10.1 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.

### 2.10.2 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.

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

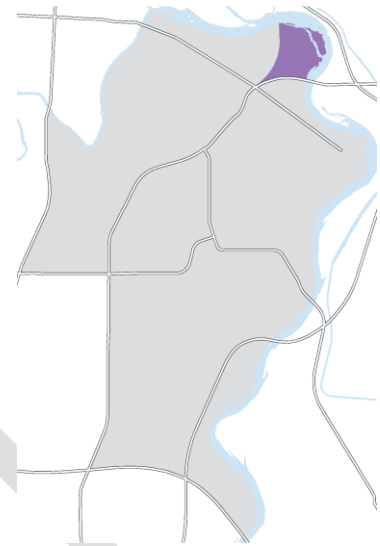
- a. incorporate short term and long term underground vehicular parking;
- b. provide a variety of built forms and heights;
- c. explore opportunities for small-scale commercial;
- d. reduce noise, vibration and visual impact of adjacent heavy rail on the site; and
- e. consider how to incorporate renewable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



## 2.11 Pearce Estate

In 1889, William Pearce (1848-1930) acquired a 197-acre parcel where he built a fine sandstone house, which he called 'Bow Bend Shack'. Pearce was a prominent government and CPR official, and a key figure in land and resource development and conservation. The land was later donated to The City of Calgary and developed as Pearce Estate Park, which includes The Sam Livingston Fish Hatchery and the Bow Habitat Visitor Centre.

The Pearce Estate policy area includes Pearce Estate Park and development located to the north of Blackfoot Trail SE and to the east of the northbound rail line. This area will continue to function primarily as Pearce Estate Park, with opportunities for development that fronts onto the park.



### 2.11.1 Development should:

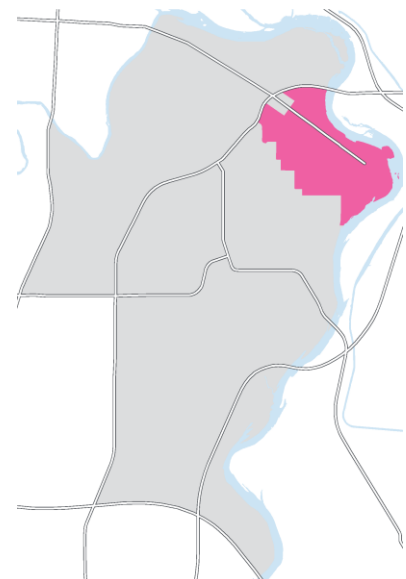
- a. minimize summer afternoon shadow impacts onto Pearce Estate Park;
- b. incorporate on-street parking and pedestrian and cyclist connectivity;
- c. incorporate a pathway with access to at-grade units; and
- d. clearly define the property line between the site and Pearce Estate Park through soft and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

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

## 2.12 Walker Estate

Colonel James Walker homesteaded in 1882 and he quickly established a sawmill business on the property to supply building materials for the growing town to the west. His land was annexed incrementally in 1907 and 1910, and he subdivided the western portion of his land as Inglewood. His third farmhouse built in 1910 and named 'Inglewood' remains extant. For years, a natural gas well on his property powered the Walker farm, the Calgary Brewery, and the streets of Inglewood.

In 1929, the balance of his property became the Inglewood Bird Sanctuary. Walker stopped actively farming at some point, but he leased plots to Chinese Canadian market gardeners who operated there until the early 1950s. In 1938-39 the British American Oil Company built a major refinery west of the bird sanctuary. It was later acquired by Gulf Canada in 1960 and by Petro-Canada in 1985. The facility was repurposed as an asphalt plant in 1973, and it was closed in 1979 and demolished in 1983. The Inglewood Wildlands now occupies the site.





- 2.12.1 The Blackfoot Truckstop site, located at 9 Avenue SE and 19 Street SE, south of Blackfoot Trail SE, should be comprehensively developed through an outline plan and/or master planning prior to land use redesignation and should be designed to:
- support safe and direct pedestrian and cyclist connections;
  - provide opportunities for commercial along 9 Avenue SE;
  - incorporate a variety of built forms and heights; and
  - consider how to incorporate renewable and district energy features.

2.12.2 Development at 915 9 Avenue SE should not exceed 15 storeys.

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

2.12.4 The existing Inglewood community garden should be maintained.

### **2.13 Alyth / Bonnybrook**

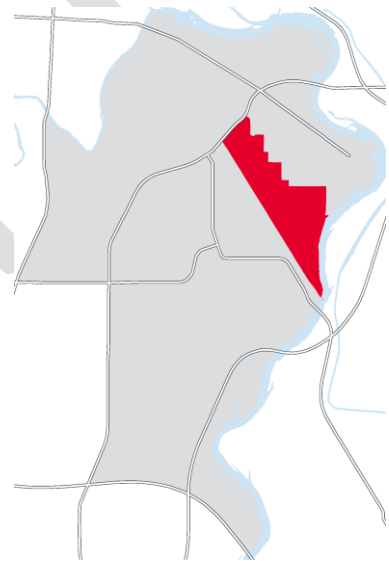
A small portion of Alyth/Bonnybrook is located outside of the Future Policy Work area of the Plan and is primarily home to Canadian Pacific Railway (CPR). Alyth/Bonnybrook draws its name from in part from Alyth Yard, the marshalling yard and locomotive service centre established by the CPR in 1911. Alyth Yard comprised multiple rail yards and was largely redeveloped in 1968-70; several structures including the Alyth General Yard Office, date from that period. Historically, the facility had a hill, or hump, that was used for shunting freight cars by use of gravity.

Industrial, freight rail corridor and rail yard uses will continue in this area.

2.13.1 New development near rail lands should be designed to reduce negative impacts of rail operations for adjacent residential development.

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

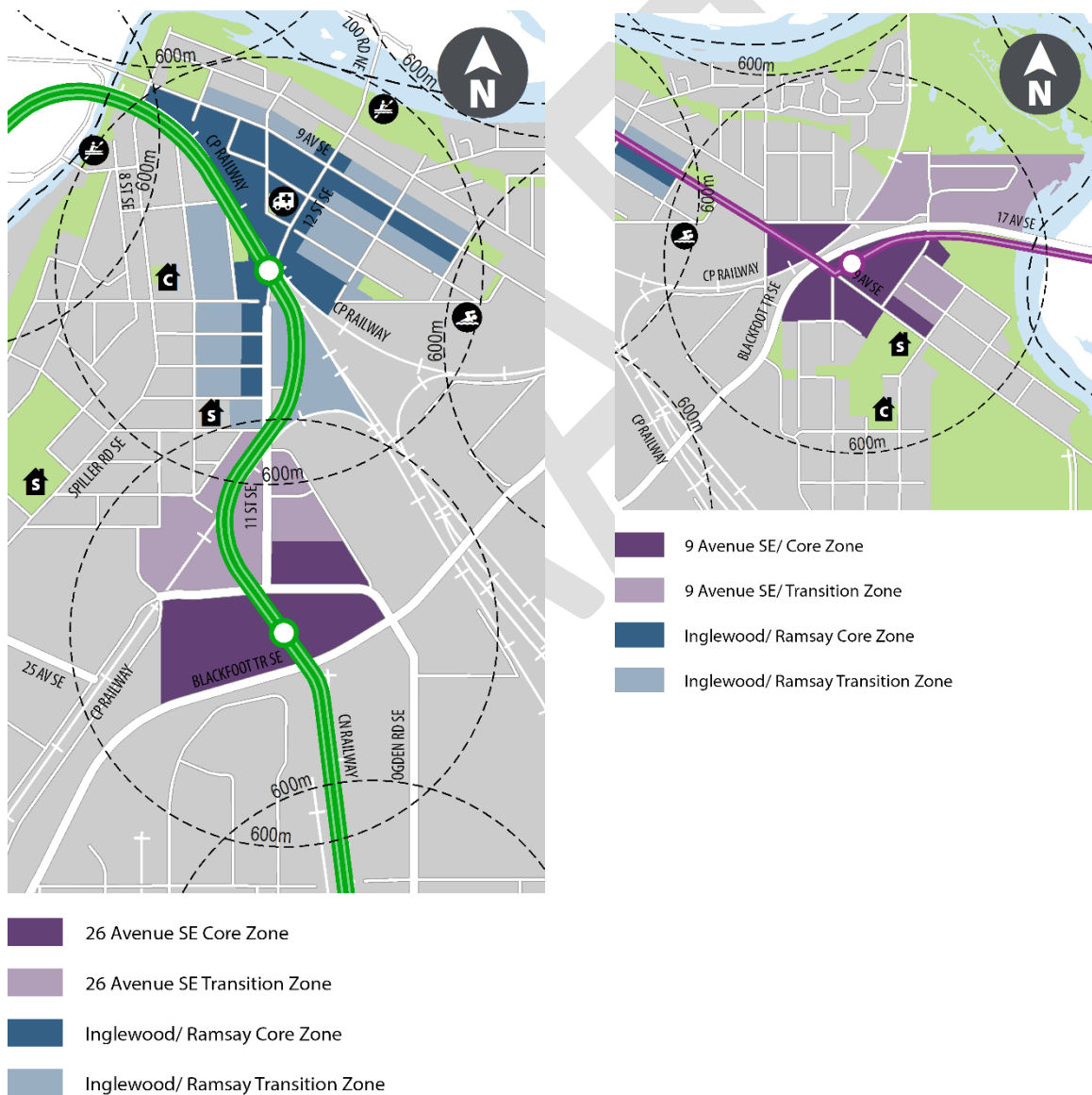
2.13.3 New outdoor storage and parking located on industrial lands adjacent to rail should be screened and located away from the public street.





## 2.14 Transit Station Areas

In Historic East Calgary Communities, there are two transit station areas. The transit station areas for LRT consist of the future Ramsay/Inglewood LRT station and the future 26 Avenue LRT station, both of which will be on the Green Line. A transit station area is also located at the MAX Purple station at 9 Avenue SE and 16 Street SE. The Plan identifies areas as Core Zones, which are in close proximity to the station and are envisioned to have the highest activity while Transition Zones gradually decrease in activity as they move away from the station. Policies in the Guidebook related to Section 4.3 Transit Station Areas, 4.4 Core Zone and 4.5 Transition Zone apply.





## 2.15 Heritage Guideline 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. Individual heritage assets may not warrant inclusion on the Inventory of Evaluated Historic Resources.

Heritage Guideline Areas have been identified for areas that have concentrations of heritage assets and these areas are conceptually shown on **Map 6: Heritage Guideline Areas**. The Heritage Guideline Areas are named after the historic neighbourhoods that formed the urban beginnings of the individual communities that now comprise Historic East Calgary Communities. The Heritage Guideline Areas are:

- East Calgary;
- Brewery Flats;
- Walker Estates/Inglewood;
- Mills Estate/Grandview; and
- Burnside.

Through the provisions set out in the Guidebook, this Plan will apply heritage guidelines to the identified heritage guideline areas. These guidelines will be informed by the character-defining elements of heritage assets in these areas with the intent of ensuring that new development fits into the historic fabric and community context. In identifying these areas, the Plan recognizes that further work is required to both identify and draft appropriate guidelines. The Heritage Guideline Areas shown on **Map 6: Heritage Guideline Areas** are intended to support this future work. It is anticipated that in addition to locally specific guidelines, this work could result in refinements to the area boundaries.

The following policies apply to the Heritage Guideline Areas identified in **Map 6: Heritage Guideline 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.





### Legend

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## **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

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### 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 Goals, Objectives and Implementation Options

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*.

### 3.2.1 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. The core idea 'support intensification and economic viability while complementing existing heritage development' supports the Municipal Development Plan goal 2.1: A Prosperous Economy. New residential development can support the provision of additional community and regional amenities including commercial development and public amenities which leads to a vibrant and adaptable city.

As community redevelopment occurs in inner city communities, the preservation and adaptive reuse of heritage should be incorporated into community intensification, which supports the Municipal Development Plan goal 2.3 Creating Great Communities.

#### Objectives

The following objectives are intended to guide decisions for supporting growth in the Historic East Calgary Communities:

- Recognize historic people, places and events that occurred in Historic East Calgary Communities;
- Continue to improve and enhance the public realm and accessibility of the 9 Avenue SE Main Street and 11/12 Street SE; and
- Continue to support economic development and attract diverse business opportunities.

#### Implementations Options

The following are intended to identify actions to achieve the first core idea 'support intensification and economic viability while complementing existing heritage development':

##### 1. 9 Avenue SE Main Street Streetscape Improvements

Historic East Calgary Communities has one Main Street: 9 Avenue SE. Calgary's Main Streets are vibrant by design and often allow for a wider variety of uses and mixed housing options, to support higher density of development necessary to support that variety of uses. To reach their full potential, Calgary's Main Streets need both public and private investment with the shared goal of empowering citizens to travel less and live more by providing the things they need right in their own communities. Coordinated design will support efficient use of investment by reducing the need to reconstruct, provide a safe public realm space that is accessible (through consistent materials, predictable placement of streetscape elements), and improvements to the public realm in a phased approach that will add to the vibrancy of a Main Street. To support the 9 Avenue SE Main Street, the following should be considered:



- a. improve the quality of the public realm and accessibility of the 9 Avenue Main Street through streetscape improvements;
- b. create a main street that is attractive and visually appealing;
- c. balance existing historic buildings with innovative new architecture and design; and
- d. provide an enhanced public realm that prioritizes the creation of comfortable spaces for people to sit, gather, enjoy and walk.

## **2. 11/12 Street SE Streetscape Improvements**

Although not a Main Street, 11/12 Street SE provide a key connection between Inglewood and Ramsay and will also connect the future Ramsay/Inglewood and 26 Avenue Green Line LRT stations. Improvements to this street that focus on active modes will support the provision of a safe and accessible public realm along 11/12 Street SE from the Bow River to 26 Avenue SE. To support enhancements on 11/12 Street SE, the following should be considered:

- a. improve the quality of the public realm and accessibility of 11/12 Street SE through streetscape improvements;
- b. incorporate active modes uses into the streetscape along 11/12 Street SE;
- c. balance existing historic buildings with innovative new architecture and design; and
- d. provide public realm that prioritizes the creation of comfortable spaces for people to sit, gather, enjoy and walk.

## **3. Commemorate the history of Historic East Calgary Communities**

The long and diverse history of Historic East Calgary Communities is one of the things that makes this area unique. The Historic East Calgary Communities location near the confluence of the Bow and Elbow Rivers has been a place for cultural exchange and trade, a symbol of the deep interconnectedness of different cultures with each other and the natural world.

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 arrival of CPR in 1883 and the development that followed have continued to shape and evolve the area. The Historic East Calgary Communities will continue to change and evolve though new development and project such as the Green Line.

Public art in a variety of mediums such as murals, sculptures, artwork can tell the story of a community. Plaques and the naming of buildings to reflect the people that lived and worked here over time provide a connection to our shared history.

Inclusion and representation of new voices and perspectives are also crucial to the evolution of Historic East Calgary Communities. Storytelling through a variety of mediums will continue to provide a link between our shared past while also supporting the evolution of East Calgary Communities in the future.



The following should be considered:

- a. development that incorporates public art that features indigenous artists and culture;
- b. development that incorporates public art that highlights the distinct industrial history of the area;
- c. signage, wayfinding and plaques that reference historic people, places and events in the area;
- d. public artwork that represents the diversity of Calgarians today;
- e. new development named in a manner that reflects the shared history of the area; and
- f. the incorporation of interactive media and technology in public art.

### **3.2.2 Provide diverse housing options**

Complete communities require that a variety of housing forms and at different levels of 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 and supports Municipal Development Plan Goals 2.2 Shaping a more compact urban form and 2.3: Creating Great Communities.

#### **Objectives**

The following objectives are intended to guide decisions for providing diverse housing options in the Historic East Calgary Communities:

- support development for residents in all ages, ability and income levels;
- encourage diverse housing forms to meet the needs of people from different demographics and cultural backgrounds; and
- locate the highest density housing options in close proximity to transit.

#### **Implementations Options**

The following are intended to identify actions to achieve the core idea 'provide diverse housing options':

##### **1. Affordable Housing**

Access to safe and stable housing helps create inclusive communities and adds to the overall health, prosperity and safety of our city. People in affordable housing have greater chances to find and keep jobs, to learn and build skills, and be active participants in their communities. Affordable housing also helps boost the local economy through the construction-related jobs, by increasing the purchasing power of residents and by attracting employers with the promise of a more stable workforce. Keeping vulnerable residents off the streets also helps to reduce demand and pressure on emergency services, hospitals and the justice system. The City of Calgary defines a household as in need of affordable housing if it spends 30 percent or more of its income on shelter and earns less than 65 percent of Calgary's median household income. To improve access to affordable housing in the Historic East Calgary Communities, the following are recommended:



- a. enable inclusion of affordable housing units in new residential and mixed-use developments;
- b. consider including affordable housing in the redevelopment of vacant land;
- c. support the intensification and retention of existing affordable housing developments, ensuring no net loss of units;
- d. encourage strategic partnerships with private and public stakeholders to address unmet housing needs; and
- e. support and encourage the development of affordable housing in areas that are well serviced by the Primary Transit Network and appropriate services including access to grocery stores and schools.

### **3.2.3 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 the local economy as it allows a more diverse range of people to access businesses and amenities throughout the city, which supports MDP goal 2.1 “a prosperous economy”. Mobility options that are safe and accessible also contribute to the MDP goals 2.3 “creating great communities” and 2.5 “connecting the city”. In the Historic East Calgary Communities context, mobility improvements are focused on active modes users that include pedestrians and cyclists and creating safe and convenient links to transit.

#### **Objectives**

The following objectives are intended to guide decisions to promote mobility options in the Historic East Calgary Communities:

- utilize mobility studies to design future and improve existing neighbourhood connections;
- improve pedestrian and cycling connections between transit stations and commercial streets; and
- adapt existing infrastructure to safely support a variety of sustainable transportation modes.

#### **Implementations Options**

The following are intended to identify actions to achieve the core idea ‘promote walking, cycling and transit use’:

##### **1. Green Line LRT**

The Green Line LRT has been planned since the 1980s. Originally proposed as a transit way, this significant piece of transit infrastructure will connect the Historic East Calgary Communities to downtown and the rest of Calgary. The Ramsay/Inglewood Station and 26 Avenue Station are planned for the Historic East Calgary Communities. When completed, the Green Line LRT will serve tens of thousands of transit users every day. To best serve the Historic East Calgary Communities, the Green Line LRT, Green Line LRT stations, and development within the Green Line LRT station areas should consider the following:



- a. improvements to the streetscape and public realm along 11/12 Street SE,
- b. pedestrian friendly and transit-friendly urban design;
- c. improved connections to the city-wide Transit network, including BRT;
- d. improved connections to the city-wide pedestrian and cycling network;
- e. enhanced publicly accessible open space, plazas, street furniture, seating areas and landscaping;
- f. support transit supportive uses and intensities; and
- g. coordination of public realm improvements with Main Streets streetscape improvements.

## **2. Reconfiguration of the 17a Street SE Roundabout**

The roundabout is currently located at 17a Street SE and Inglewood Park SE. Reconfiguration of the roundabout would improve mobility at that location including enhanced accessibility for active modes users. Reconfiguration of the roundabout should explore reconfiguring the road network from the roundabout west to the railroad tracks, and from 14 Avenue SE at the north to 17 Avenue SE at the south.

Reconfiguration of the 17a Street SE roundabout should include the following:

- a. a fourth leg to the roundabout;
- b. a new north/south roadway connection parallel to the railway tracks; and
- c. mobility considerations for active modes users.

## **3. Mobility Studies and Policy updates**

The City is currently undertaking several mobility studies and policy updates for how Calgarians move throughout the city. Recognizing that this work is underway, the Plan will be updated to align with the Calgary Transportation Plan and the Rivers District Study, and any recommendations/outcomes from the Notice of Motion bylaw setback review. These updates will consider the following:

- a. The role, function, standards, and potential interim uses for road rights-of-way with a focus on those streets that have road rights-of-way setbacks;
- b. the enhancement of existing and creation of new active mobility connections;
- c. integration of public transit operations with other forms of mobility; and
- d. optimization of existing infrastructure to accommodate alternative and future mobility.

### **3.2.4 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 and supports Municipal Development Plan goals 2.6 'greening the city' and 2.3 'creating great communities'.

### **Objectives**



The following objectives are indented to guide decisions to encourage social interaction in parks and open spaces.

- improve the quality of passive and active recreation and cultural opportunities in parks and open spaces;
- ensure park and open spaces are accessible, attractive and safe year-round; and
- enhance the functionality of community facilities and spaces.

### Implementations Options

The following are intended to identify actions to achieve the core value 'encourage social interaction in parks and open spaces for all ages and abilities':

#### 1. Bend in the Bow

The Bend in the Bow project explored ways to connect the Inglewood Wildlands and the Inglewood Bird Sanctuary with Pearce Estate Park and to preserve and enhance and celebrate the natural environment and cultural heritage of the area. The name 'Bend in the Bow' comes from bends in the Bow River around Pearce Estate Park and the Inglewood Bird Sanctuary. Implementation of this work should:

- a. support the preservation of the natural environment and wildlife habitat;
- b. incorporate natural, cultural and educational elements that highlight conservation efforts in the area;
- c. connect areas of Inglewood to Pearce Estate Park through the construction of new and enhanced trail and pathway connections;
- d. consider natural play space and recreation opportunities; and
- e. incorporate flood mitigation measures.

#### 2. River Access

Formalized river access supports the recreational needs of Calgarians and promoting education and tourism. River access location are identified on Map 3: Community Characteristics and should:

- a. Minimize negative impacts to the Bow and Elbow Rivers and associated riparian areas; and
- b. consider the incorporation of amenities subject to site design that are in accordance and align with the *Calgary River Access Strategy*.

#### 3. Community Facilities and Spaces

There are many community facilities and spaces across the Historic East Calgary Communities including schools, community associations, the Inglewood Aquatic Centre, the Inglewood Bird Sanctuary, the Inglewood Wildlands and many community parks. Together, these community facilities and spaces are places where residents gather, celebrate, learn, govern, and play. Continued support and investment in these facilities is necessary to allow them to continue to



thrive. Future investment in community facilities and spaces should consider the following where feasible:

- a. support the continued role and enjoyment of community facilities and spaces for all community members;
- b. as appropriate, integrate civic uses into existing and new facilities and spaces to create multi- purpose and multi-use amenities;
- c. optimize the network of facilities that serve community needs;
- d. collaborate with residents, partners, and other levels of government to deliver functional and sustainable facilities, spaces and programming that addresses community needs;
- e. encourage the integration of public facilities into the social fabric of the community through intentional pathways, parks, and active transportation corridors;
- f. explore uses that promote year-round outdoor site activation (i.e. winter); and
- g. enhance the functionality of community facilities and space through the inclusion of infrastructure such as light, electricity, water, and washrooms to encourage multi-purpose use that is accessible for all.



## Chapter 4 – Implementation and Interpretation

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### 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, additional policy guidance, 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.
- 4.2.4 Any change to the text or maps within this Plan shall require an amendment to the Plan that includes a Public Hearing of Council.

#### Policy Interpretation

- 4.2.5 The South Saskatchewan Regional Plan (SSRP) establishes a long-term vision for the region using a cumulative effects management approach to guide local decision-makers 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.



- 4.2.6 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.
- 4.2.7 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.
- 4.2.8 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.
- 4.2.9 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. Updates to the illustrations do not require a Public Hearing of Council.

#### Figure Interpretation

- 4.2.10 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.
- 4.2.11 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

- 4.2.12 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

- 4.2.13 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

- 4.2.14 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. 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. To make any change to the text or maps within this Plan, an amendment that includes a Public Hearing of Council shall be required.
- 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. Anticipated amendments identified in this Plan include, but are not limited, to the following:
- a. completion of the Future Policy Work area as identified on **Map 4: Urban Form** and **Map 5: Building Scale**;
  - b. developing heritage policies and/or guidelines as identified in Section 2.15;
  - c. mobility studies and policy updates as identified in Section 3.2.3.3; and
  - d. updates/amendments to Section 3.2: Goals, Objectives and Implementation Options and/or Appendix A: Implementation Options as projects are completed and/or new projects are identified.
- 4.3.3 Where an amendment to the Plan is requested through a planning application, 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.



## 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.

### Summary of Implementation Options

Historic East Calgary Communities Supporting Growth Goal	Implementation Options (What We've Heard)	Location
<b>Support intensification and economic viability while complementing existing heritage development</b>	Fund and implement the 9 Avenue SE Streetscape Master Plan.	Inglewood
	Consider developing a streetscape master plan 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
	Explore restoration of heritage properties listed in the Inventory of Evaluated Historic Resources.	Inglewood and Ramsay
	Implement the outcomes of the Heritage Tools and Incentives work on heritage commercial areas.	Varies
	Re-adapt and restore heritage properties along 9 Avenue SE and 8 Avenue SE as new development occurs.	Inglewood
	Explore the feasibility of allowing complementary uses such as restaurants and/or active uses at parks and open spaces in the area.	Inglewood and Ramsay
	Explore creation of community beautification through public art and murals.	Varies
<b>Provide opportunities for affordable housing choices</b>	Support housing providers to build and provide a variety affordable and accessible housing options.	Varies



Historic East Calgary Communities Supporting Growth Goal	Implementation Options (What We've Heard)	Location
<b>Promote walking, cycling and transit use to access local employment, commercial and amenities</b>	Provide an active modes connection to link Inglewood and Ramsay at the future Ramsay/Inglewood Green Line LRT station to provide a pleasant year-round experience for users during both day and night.	Inglewood and Ramsay
	Continue to improve pedestrian and cyclist mobility along the Elbow River pathway underpass.	Ramsay
	Continue to enhance cycling connections between Inglewood and Ramsay.	Inglewood and Ramsay
	Consider providing a direct pedestrian and cycling connection to 9 Avenue SE from 8 Street SE in Ramsay to provide active modes access for Ramsay residents to 9 Avenue SE close to the 8 Street SE road closure.	Inglewood and Ramsay
	Explore the provision of direct and separated cycling infrastructure along 11 Street SE/12 Street SE.	Inglewood, Ramsay and Alyth/Bonnybrook
	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
	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
	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 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
	Incorporate the provision of sidewalks on both sides of the streets when road improvements occur.	Varies



<b>Promote walking, cycling and transit use to access local employment, commercial and amenities cont.</b>	Provide bicycle and scooter 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
	Provide enhanced transit stop waiting amenities incorporated into development along the Primary Transit Network (LRT and BRT).	Inglewood, Ramsay and Alyth/Bonnybrook
	Prioritize traffic calming in high-pedestrian locations including schools, recreation centres and at community association buildings.	Inglewood and Ramsay
	Explore opportunities to provide complete streets on 19 Street SE between 9 Avenue SE and Blackfoot Trail SE.	Inglewood
	Explore opportunities for enhanced connectivity for all modes at Blackfoot Trail SE and Ogden Road SE and Blackfoot Trail 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 connecting 25 Avenue SE over Highfield Road SE to Blackfoot Trail SE as shown in the 25/26 Avenue SE Blackfoot Trail Connector Report.	Alyth/Bonnybrook
	Explore safety and beautification enhancements for pedestrians and cyclists at underpasses along 9 Avenue SE and 11/12 Street SE.	Inglewood and Ramsay
	Incorporate pedestrian-scale lighting as redevelopment occurs, particularly along 9 Avenue SE, 8 Street SE and 11/12 Street SE.	Inglewood and Ramsay
	Explore opportunities to create more comfortable walking and cycling conditions along 8 Street SE/Spiller Road SE south of 9 Avenue SE.	Ramsay



Historic East Calgary Communities Supporting Growth Goal	Implementation Options	Location
Encourage social interaction in parks and open spaces for all ages and abilities	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
	Provide a multi-use pathway along Scotsman'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
	Implement the 'Bend in the Bow' project.	Inglewood
	Explore improvements to community association buildings and facilities.	Inglewood and Ramsay
	Maintain the Inglewood and Ramsay community gardens.	Inglewood and Ramsay
	Explore upgrades to the open space in the area surrounding the Ramsay Rink.	Ramsay
	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
	Provide additional lighting in parks and on neighbourhood pathways.	Inglewood and Ramsay
	Preserve established residential tree streetscapes.	Inglewood and Ramsay
	Provide community entrance signs at key intersection.	Inglewood and Ramsay



## Appendix B: Regional Corridors and Context

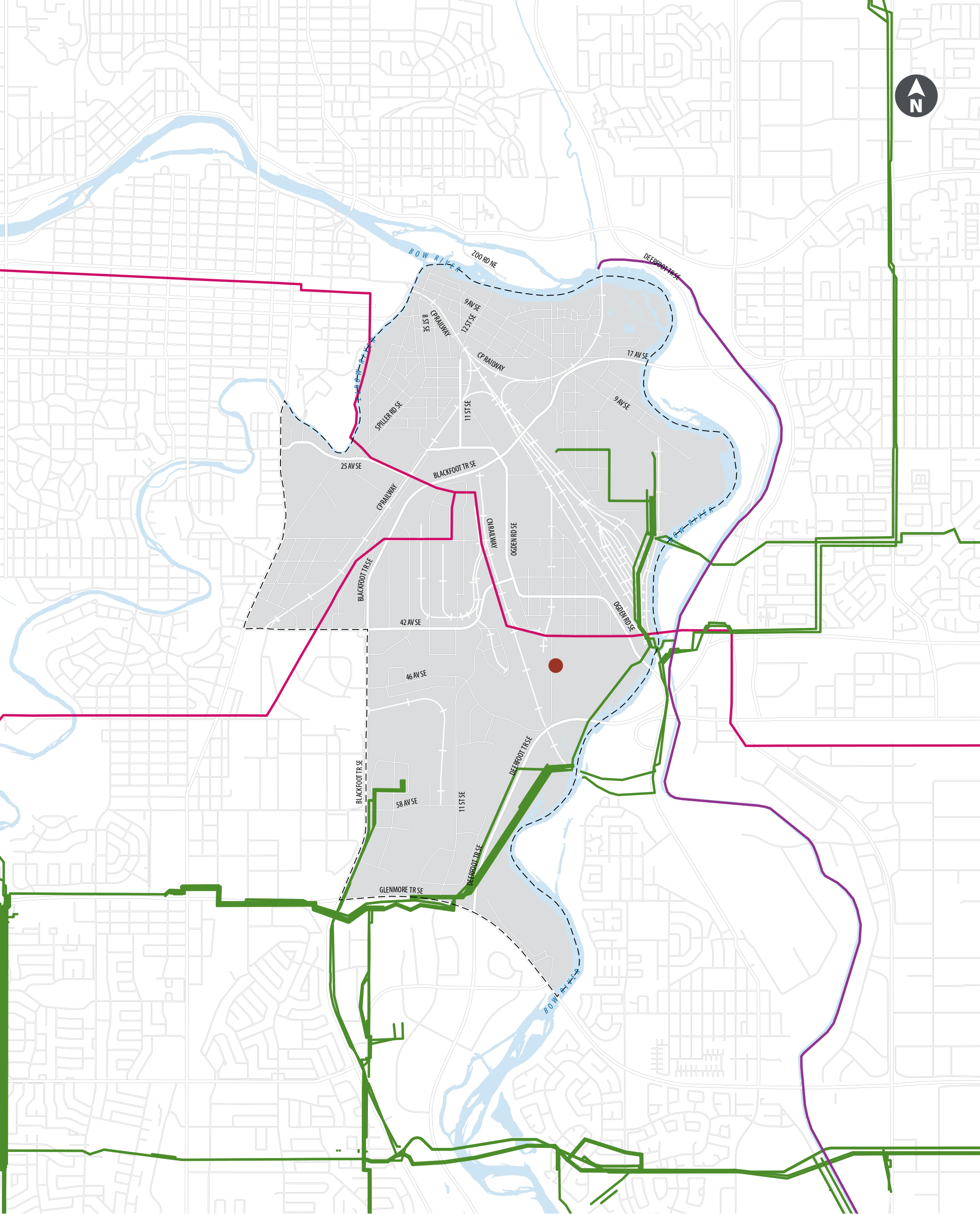
Regionally significant corridors, including mobility corridors are depicted on **Map B1: Regional Corridors and Context Map** and transmission corridors are depicted on **Map B2: Regional Transmission Map** as identified by the Interim Growth Plan.

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






**MAP B2**  
**Regional Transmissions**  
**Map**

**Legend**

	Public Wastewater Treatment Plant		Pipeline
	Western Irrigation District System		Power Transmission
	Plan Area Boundary		



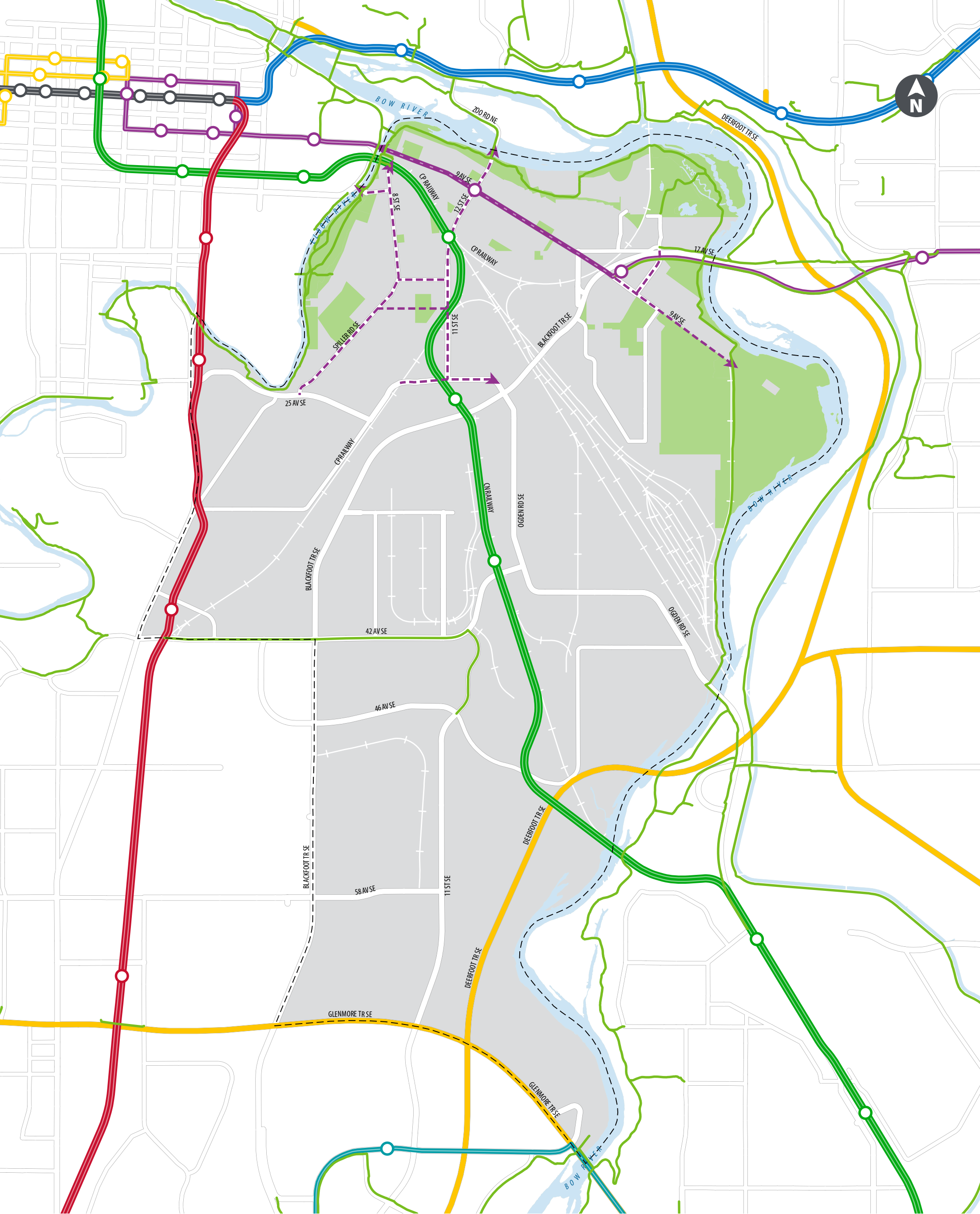
## Appendix C: Mobility

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**Map C1: Pedestrian Corridor and Map C2: Cycling Network** identify existing mobility connections and recommended mobility improvements within and surrounding the Historic East Calgary Communities. The maps are based on The Always Available for All Ages & Abilities (5A) Map of the Calgary Transportation Plan (CTP) and shows existing and recommended connections identified in the CTP at the local area plan level. Should there be a disagreement between these maps and the one found in the CTP, the CTP shall prevail. Comprehensive Planning Sites and Special Policy Areas should incorporate the outcomes of the 5A Map at the time of redevelopment.

Improvements to the mobility network will prioritize pedestrians and cyclists, where possible, by providing accessible pathway and bikeway connections between the communities and to local and regional destinations, and supporting land uses with appropriate facilities in the public right of way. Improvements identified on Map C1 and C2 will take time and will be phased as budget allows, subject to technical feasibility. This map is intended to complement and inform the implementation options identified in Chapter 3.



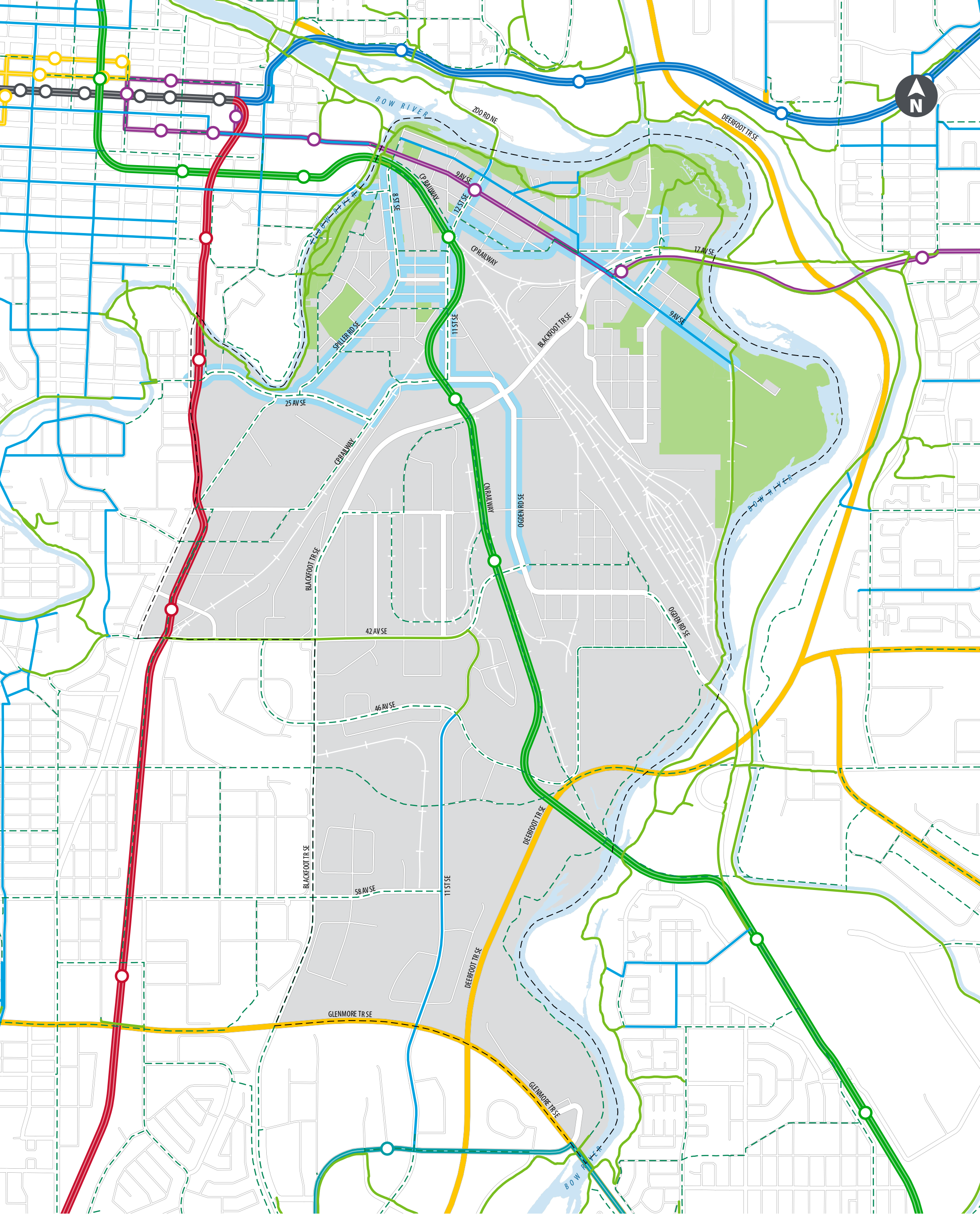


**MAP C1**  
**Pedestrian Corridors**

**Legend**

- |  |                       |            |                             |
|--|-----------------------|------------|-----------------------------|
| Existing Pathway                         | Blue Line LRT         | MAX Purple | Skeletal Road               |
| Recommended Enhanced Pedestrian Corridor | Red Line LRT          | MAX Teal   | Parks, Civic and Recreation |
|  | Future Green Line LRT | MAX Yellow | Plan Area Boundary          |
|  | Multi Line LRT        |            |                             |





**MAP C2**  
Cycling Network

**Legend**

- |                                  |                       |            |                             |
|----------------------------------|-----------------------|------------|-----------------------------|
| Existing Pathway                 | Blue Line LRT         | MAX Purple | Skeletal Road               |
| Recommended Route per 5A network | Red Line LRT          | MAX Teal   | Parks, Civic and Recreation |
| Existing Bikeway                 | Future Green Line LRT | MAX Yellow | Plan Area Boundary          |
| Recommended Cycling Network      | Multi Line LRT        |            |                             |



## Appendix D: Constraints

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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.

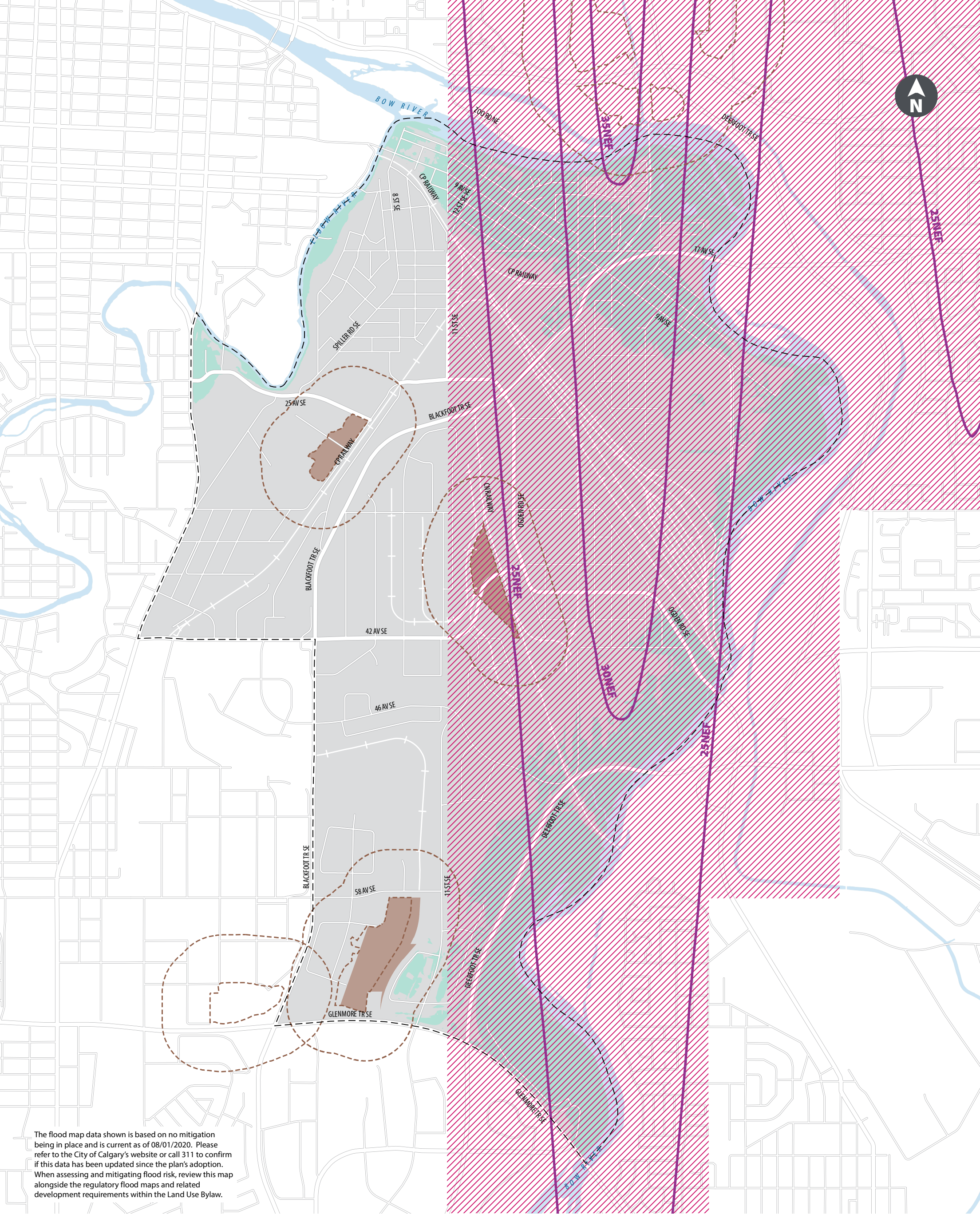
#### Landfill Setbacks

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.





MAP D  
Constraints

- Legend**
- NEF Contour
  - Airport Vacinity Protection Area
  - Landfill Site
  - Landfill Buffer
  - 1% Chance of River Flooding in any Year
  - Plan Area Boundary