

1.1 Introduction

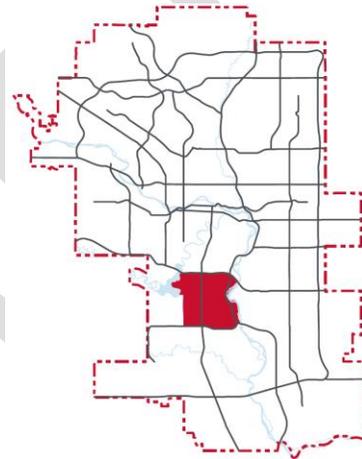
The *Heritage Communities Local Area Plan* (Plan) is a statutory policy document, that sets out a long-term vision and identifies opportunities to create a framework for growth and change in the plan area. The plan area includes ten residential communities and three industrial communities bounded by Glenmore Trail S to the north, the Bow River to the east, Anderson Road S to the south and 14 Street SW and the Glenmore Reservoir to the west (Figure 1: Plan Context).

The plan area is comprised of the communities of Acadia, Chinook Park, Eagle Ridge, Fairview, Haysboro, Kelvin Grove, Kingsland, Maple Ridge, Southwood and Willow Park along with three industrial areas: Fairview Industrial, East Fairview Industrial and Glendeer Business Park (**Map 1: Community Context**). The Plan guides growth and change and identifies amenities and infrastructure required to support growth in these communities to achieve the Plan’s vision.

The Plan takes a multi-community approach that recognizes and builds upon the shared assets, amenities and natural features that go beyond the boundaries of a single community and benefit the broader area. These ten communities and three industrial areas, each have their own history and unique characteristics. The Plan provides a general framework for growth and includes policy direction for strategic areas such as Community Corridors which extend along key streets and support diverse housing choices.

The implementation of the vision is dependent on several factors, including but not limited to population growth, economic considerations, development trends and infrastructure improvements. The Plan is meant to be updated periodically as growth and change occur.

Figure 1: Plan Context



MAP 1

Community Context



1.2 Vision and Core Ideas

Building upon principles and goals set out in the Municipal Development Plan (MDP) and with community input, the *Heritage Communities Local Area Plan* establishes a vision for how growth and change will be accommodated over the long-term. The vision and core ideas are the foundation for the policies included in the Plan and direct planning and development decision-making throughout all phases of the municipal planning process.

Vision

Located between the Bow River and Glenmore Reservoir, the Heritage Communities will continue to evolve into well-connected, inclusive, green and dynamic residential, **commercial** and industrial neighbourhoods where people live, work, play and shop. The area will be served by integrated and vibrant Red Line Transit Station Areas, an enhanced Macleod Trail S, and thriving community corridors.

Core Values

Core Values support the Plan’s Vision and have shaped the policies and guidance in Chapters 2 and 3 of the Plan. They were developed and refined throughout the engagement process.

Build on the Uniqueness of the Heritage Communities

Realize the potential of the Heritage Communities by drawing from shared histories and assets and promoting **strategic** growth to support the existing features and unique urban fabric.

Improve Connectivity Between Communities

Provide safe, complete and accessible mobility infrastructure for **different travel** modes supported by an enhanced public realm with an emphasis on river to reservoir connections.

Enhance Macleod Trail S

Recognize the functionality of Macleod Trail S as a vehicle thoroughfare while creating opportunities for a more active street with a **wide** range of uses, strategic placemaking initiatives and enhance connections into adjacent communities.

Foster Vibrant Transit Station Areas

Support the transition the existing Heritage LRT Station Area, Southland LRT Station Area and Anderson LRT Station Area into vibrant, compact and well-connected mixed-use areas.

Promote Inclusive and Accessible Housing Choices

Advance diverse, affordable and universal housing choices through development **at greater intensities** in locations **such as Macleod Trail S** and Transit Station Areas, **while supporting moderated to low growth in other parts of the communities** including Community Corridors and Neighbourhood Activity Centres **to support more diverse and inclusive communities**.

Enhance Open Spaces

Improve, conserve and restore open spaces and natural areas along the edges of the Bow River and Glenmore Reservoir as well as parks and community spaces throughout the plan area **while expanding the** tree canopy.

Support Industrial and Commercial Vitality

Recognize and support Fairview Industrial and other local industrial and commercial areas as thriving hubs of economic activity by encouraging better connections with adjacent communities and supporting the revitalization of underutilized sites.

Enable Resiliency

Promote climate resiliency and innovation through adaptability and mitigation by supporting low-carbon options and green interventions across the plan area.

1.3 Community Context

History

Calgary is located on the traditional territories of the people of Treaty 7 in Southern Alberta. The Nations of the Treaty 7 region are: The Siksika, Piikani, and Kainai First Nations, who, altogether, form the Siksikaitsitapi (Blackfoot Confederacy); the Chiniki, Bearspaw, and Wesley First Nations, who, altogether, form the Iethka Nakoda Wicistabi Stoney Nakoda First Nations; and the Tsuut'ina First Nation. The city of Calgary is also home to the historic Northwest Métis and to Métis Nation of Alberta, Region 3.

Calgary was originally centred at the confluence of the Bow and Elbow rivers. With its sheltering river flats, plentiful wood and water and warm Chinook winds in the winter, the confluence area was a preferred seasonal campsite and a natural navigational landmark. The Calgary region was part of Indigenous life for at least 10,000 years, dating back to the end of the last ice age.

The plan area is intersected by a portion of what was the Old North Trail, a north-south transportation route established and used by Indigenous peoples. Physical evidence of Indigenous life in the plan area has been disturbed, mostly through agricultural use and subdivision development, which preceded the passage of the *Alberta Historical Resources Act* in 1972. Archaeological work before and after that date have identified 23 archaeological sites, mostly in the margins of the two river valleys, and there is potential for further discoveries.



"First Nations camp on the Elbow River, Calgary, Alberta", ca. 1886–88 (CU185314) by Boorne and May. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.

Calgary emerged in 1875 as a North-West Mounted Police post. The fort was built on unceded land two years before Treaty 7 was established in 1877. By the time the transcontinental Canadian Pacific Railway (CPR) arrived in 1883, Calgary had developed as an unincorporated settlement on the future site of the Inglewood neighbourhood. The CPR laid out a new townsite on its own property in what is now downtown, and the settlement moved west at the beginning of 1884. Calgary was incorporated as a town later that year, and in 1894 it became a city.

Before a series of post-Second World War annexations added considerably to Calgary's footprint, the plan area lay outside the city limits. Beginning in the 1870s, the area was settled by farmers who obtained their lands as squatters, as homesteaders through the Dominion Lands Act, or both. The first settler was Samuel Henry Harkwood Livingston (1831–1897), who settled in 1876 with his Métis wife, Jane (née Howse, 1858–1943) on the future site of the Glenmore Reservoir and Eagle Ridge. Their lands extended to portions of Chinook Park and Haysboro. Sam Livingston raised cattle, crops, and imported fruit trees. He was a founding director of the Calgary District Agricultural Society, established in 1884 and a forerunner of the Calgary Stampede. After Sam's death in 1897, Jane and their children continued to operate the farm until 1919. In the early 1930s, their family home was relocated when the Glenmore Reservoir was created. This artificial lake developed as part of a new waterworks system that also includes the Glenmore Dam and water treatment plant.



"Sam Livingston, Calgary, Alberta", ca. 1890 (CU1156911) by Alexander J. Ross. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.

Many settlers followed the Livingstons as farmers in the area. In time, some of the land was assembled into larger agricultural operations that spanned more than one of the present-day Heritage Communities, notably the horse ranch of Calgary's first sheriff, Scottish-born Peter Willoughby King (1835–1920), and the sprawling P. Burns Ranches owned by Patrick Burns (1856–1937), who was one of four wealthy ranchers who offered financial backing for the first Calgary Stampede in 1912 and became immortalized as the Big Four.

In 1888, Sam Livingston became one of the founding trustees of Glenmore School Division No. 114, which was reportedly named for his own farm, Glenmore. The school district provided an identity for the area, which then became known as the Glenmore District. Generations of children were educated at Glenmore School, which was built on the future site of the South Family YMCA (11 Haddon Road SW). Another remnant of the Glenmore district at that time was the Glenmore Jubilee Hall (523–67 Avenue SW), a community hall built in 1927 by the Glenmore Community Club and evidently demolished in the 1970s. Women in the area also formed the Glenmore Women’s Guild.

Before the CPR reached Calgary in 1883, Macleod Trail S, which followed the Old North Trail route, functioned as a supply route from Fort Benton, Montana. The CPR provided Calgary with a direct, Canadian supply line. In 1891–92, the Calgary and Edmonton Railway, a CPR subsidiary, built branches north to Edmonton and south to Lethbridge. The south branch traversed the plan area. The CPR branch connected Calgary to points south, including this area when Turner Siding, located in future community of Haysboro, became the line’s first whistle stop south of Calgary.

Like the CPR branch, Macleod Trail S predated the annexation and the development of the Heritage Communities. Both were developed in a context completely different from their present surroundings. Macleod Trail S evolved from the Old North Trail to function as a colonial supply route, and it eventually became Provincial Highway #2 south from Calgary before Deerfoot Trail replaced it. It follows a section line, which made it a natural dividing point for property ownership during the plan area’s agricultural period and, subsequently, when farmers sold their lands for subdivision development. The CPR tracks had a more complicated effect on subdivision development. The historic right-of-way cut through farms, and it similarly cut through later subdivisions developed on those agricultural properties. Developers incorporated the tracks into their plans, using the tracks as a dividing point between residential and commercial/industrial areas.



Macleod Trail S, Calgary, Alberta. Courtesy of: Glenbow Archives

Early in the twentieth century, Calgary experienced an economic and population boom that transformed it into a regional wholesale and distribution centre. The city's population increased tenfold between the 1901 and 1911 census years, and municipal boundaries expanded to include an entire township. Speculators began purchasing farmland outside even these city limits and registering subdivision plans. A 1913 commercial real estate map shows present-day Kingsland already subdivided, part of East Fairview Industrial subdivided as Kingsland Park, and present-day Kelvin Grove subdivided into estate lots. Part of Acadia was subdivided into large lots in 1911 and named Meadowfield. The boom ended before the First World War began in 1914, and the Heritage Communities area remained largely agricultural and outside the city limits.

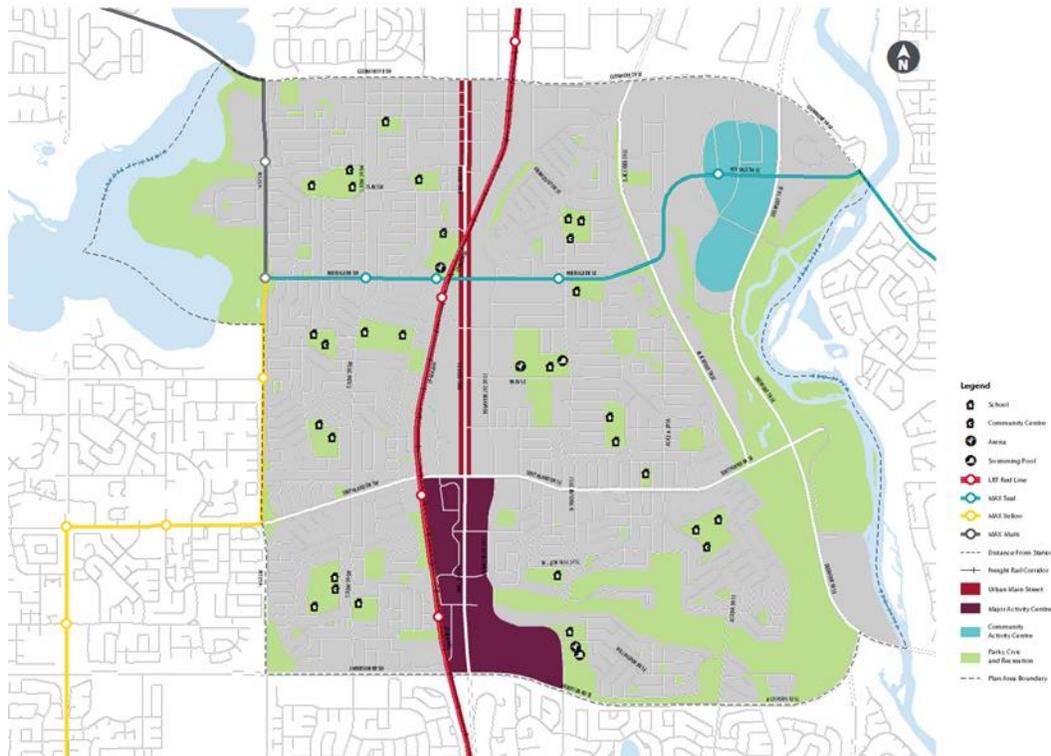
Most of the Heritage Communities were developed in the 1950s and 1960s in the context of the post-Second World War oil boom triggered by the discovery of oil at Leduc in 1947. The City established a Planning Department and adopted the "neighbourhood unit" concept approach to land use planning. In 1956, the McNally Royal Commission on Metropolitan Development recommended that Calgary annex surrounding areas, including lands to the south and southeast. Annexations in 1956 and 1957, including the plan area located within Township 23, Range 1, West of the Fifth Meridian, increased Calgary's spatial area from 40.1 to 74.4 square miles. It was expected to accommodate population growth up to 300,000 residents.

Up to the 1950s, The City had acted as developer, building infrastructure and utilities itself and selling individual lots to builders. Following annexations of the plan area, private developers could buy land to build entire subdivisions. Local builders joined forces to create new development firms like Carma Developers and Kelwood Corporation.

Kelwood Corporation was involved in the subdivision of all but one of the area's residential and industrial neighbourhoods in the 1950s and 1960s. The subdivisions were developed sequentially, but in quick succession, mostly southward and eastward. Each has its own distinct history. Kingsland (1957) was farmed by a Sikh immigrant from India, and as a community it was the long-time home of the Calgary Rugby Union. Haysboro (1958), which draws its name from its former use as the Hays dairy farm, was the location of Glenmore School and the CPR's Turner Siding whistle stop. Chinook Park (1959) draws its name from the racetrack and polo field located there for decades. Fairview and Fairview Industrial (1959) developed concurrently, with Farrell Road SE linking them together. Southwood (1959) was the location of a branch library built by popular demand and the first K-Mart store in western Canada. Acadia (1960) has developed a tradition of outstanding sports complexes. Eagle Ridge (1960) was one of the city's first two "laneless" subdivisions and the site of Calgary's first condominium. Kelvin Grove (1961) was home to rancher-oilman William Stewart Herron, who commissioned what became known as the Smithbilt hat, before its development. Willow Park (1965) belonged to the Earl of Egmont, an Alberta farmboy who inherited his family title, before it was developed with a private golf course. Maple Ridge (1965) developed around a public golf course on land donated by the developer and Sue Higgins Park, Calgary's largest off-leash dog park. East Fairview Industrial (1979) and Glendeer Business Park (1981), like so many of the Heritage Communities, were once part of P. Burns Ranches. The Cominco Fertilizers Plant in East Fairview has been replaced by Deerfoot Meadows mall. Glendeer, defined in area by an extension to Deerfoot Trail, became the first automobile dealership mall in the province.

Community Characteristics and Attributes

The plan area and surrounding communities contain attributes that were considered as part of the development of the Plan. These attributes must be considered throughout all subsequent phases of planning and development. Some key attributes are shown on **Map 2: Community Characteristics and Attributes**.



MAP 2

Community Characteristics and Attributes

Topography

The Heritage Communities, located between the Glenmore Reservoir and the Bow River, are characterized by a relatively high elevation in relation to the Bow River valley area. A wide high terrace on prairie level crosses from north to south across the plan area with a slight slope downwards west towards the Glenmore Reservoir and 14 Street SE. A steep escarpment is located on the east side of the plan area, with land sloping down towards the Bow River valley floodplain. Along the western edge of the plan area, a terrace edge exists around the boundaries of the Glenmore Reservoir, which was part of the Elbow River valley prior to the creation of the reservoir in the early 1930s.

Natural Features and Open Areas

The plan area falls within the Bow River Direct Watershed and a small portion of the western boundary of the plan area adjacent to the Glenmore Reservoir falls within the Elbow River Watershed. Development occurring adjacent to these rivers may be subject to flooding. As these areas are identified as part of the floodway or flood fringe in **Figure 2: Plan Constraints**. The Heritage Communities also includes a range of natural areas and open spaces including Sue Higgins Park and portions of South Glenmore Park as well as it is home to two golf courses: the private Willow Park Golf & Country Club and the public Maple Ridge Golf Course.

Urban Forestry and Tree Canopy

The Heritage Communities have a mature tree canopy that consists of trees on public and private lands. Healthy tree canopies are critical to climate change mitigation and enhance community wellbeing. As part of the Plan, policies have been provided to help maintain, improve and expand the existing tree canopies across the communities and contribute to broader City climate resiliency objectives. **Publicly-accessible records of the status of all public trees are kept by The City.**

Urban Main Street

Macleod Trail S between Glenmore Trail S and Southland Drive S is identified as an **Urban Main Street** in the MDP. Macleod Trail S is a significant north-south vehicular thoroughfare with numerous businesses and services, but acts as a barrier, impacting east-west connections between communities. Enhancing Macleod Trail S will directly improve the connectivity of communities on opposing sides of this street.

Activity Centres

There are two **Activity Centres** located in the plan area, a **Major Activity Centre** and a **Community Activity Centre**. The MDP identifies the area around the Anderson LRT Station, the Southland LRT Station and Southcentre Mall as a **Major Activity Centre**. A Portion of the East Fairview Industrial area, often referred to as Deerfoot Meadows is identified as a **Community Activity Centre**. In addition, this Plan identifies a series of **Neighbourhood Activity Centres** located at key intersections along Elbow Drive SW, Fairmount Drive SE and Acadia Drive SE.

Public Transit Infrastructure

The Heritage Communities is served by a range of transit services including light rail and several rapid transit routes. The Red Line Light Rail Transit (LRT) system traverses north-south across the plan area and is anchored by three stations: Heritage LRT Station, Southland LRT Station and Anderson LRT Station.

The plan area is also well serviced by the Bus Rapid Transit (BRT) network with the MAX Yellow BRT along 14 Street SE and MAX Teal BRT along portions of 14 Street SE and Heritage Drive S. Local bus routes also provide connections throughout the Heritage Communities.

Pedestrian and Cycling Infrastructure

The plan area includes several pathway and bikeways such as the regional pathways along the Glenmore Reservoir, Heritage Drive S, and the Bow River. Local pathways and engineered walkways provide some additional connectivity in several communities. Shared on-street bikeways are located along collector and residential streets such as 5 Street SW, Haddon Road SW, Acadia Drive SE, and Willow Park Drive SE. Pedestrian overpasses provide additional connectivity across Glenmore Trail S, 14 Street SW, Blackfoot Trail SE, Anderson Road S and Freight Rail Corridor and LRT right-of-way.

Despite existing pedestrian and cycling infrastructure, connectivity in the plan area is impacted by major roads such as **Macleod Trail S**, the Freight Rail Corridor and LRT right-of-way and urban fabric of communities. There are also areas where the pedestrian infrastructure is missing partially or completely and other locations where the number of driveway crossing make it difficult to provide continuous and separated pedestrian and cycling infrastructure.

Heritage Resources

The **Heritage resources** in the plan area have been formally identified on **the Inventory of Evaluated Historic Resources**. The St. Andrew's United Church and St. Cecilia's Roman Catholic Church are both recognized for their 1960s Expressionist design. Other sites within the plan area may also merit future inclusion on the **Inventory** by Heritage Calgary, based on the Council-approved evaluation system.

The **Inventory** does not prevent a heritage resource from being altered or demolished, but properties listed on the **Inventory** that request legal protection may be eligible for development and/or financial incentives through The City and the Province of Alberta. 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 future development.

Civic Facilities and Community Amenities

There are a range of civic and recreation facilities, including the Fish Creek Library, Southwood Library, Rose Kohn and Jimmie Condon Arenas, Acadia Aquatic & Fitness Centre, Acadia Recreation Complex, Acadia Athletic Park, Osten & Victor Alberta Tennis Centre, Trico Centre for Family Wellness and the Maple Ridge Golf Course in the Heritage Communities. Several community association buildings are also located across the plan area that anchor a range of active and passive outdoor and indoor recreational and community gathering opportunities. There are also several school sites including Lord Beaverbrook High School and two major

community amenities that serve Calgarians: The Rockyview General Hospital and Heritage Park.

City Operational Facilities and Depots

There are several City Operational Facilities in the plan area, including the Haddon Road Depot, the Heritage Station Maintenance Shop, the Anderson Station Transit Maintenance Depot, the Haysboro LRT Storage Facility and several Parks Depots. These facilities are key to overall upkeep and maintenance of City infrastructure in communities in South Calgary.

Freight Rail Corridor

The plan area includes a Freight Rail Corridor and LRT right-of-way and its associated LRT **Transit Station Areas**. Development adjacent to the Freight Rail Corridor or rail yards must comply with applicable policies and regulations.

Non-operating Landfills Setbacks

The non-operating Springbank Landfill and Blackfoot Landfill are located north of the plan area as shown in **Figure 2: Plan Constraints**. The landfills’ regulated setbacks of 300 metres have the potential to impact future development in the northern edge of the East Fairview Industrial area. The regulated setbacks are subject to sections 12 and 13 of the *Subdivision and Development Regulation* of the MGA.

Figure 2: Plan Constraints

