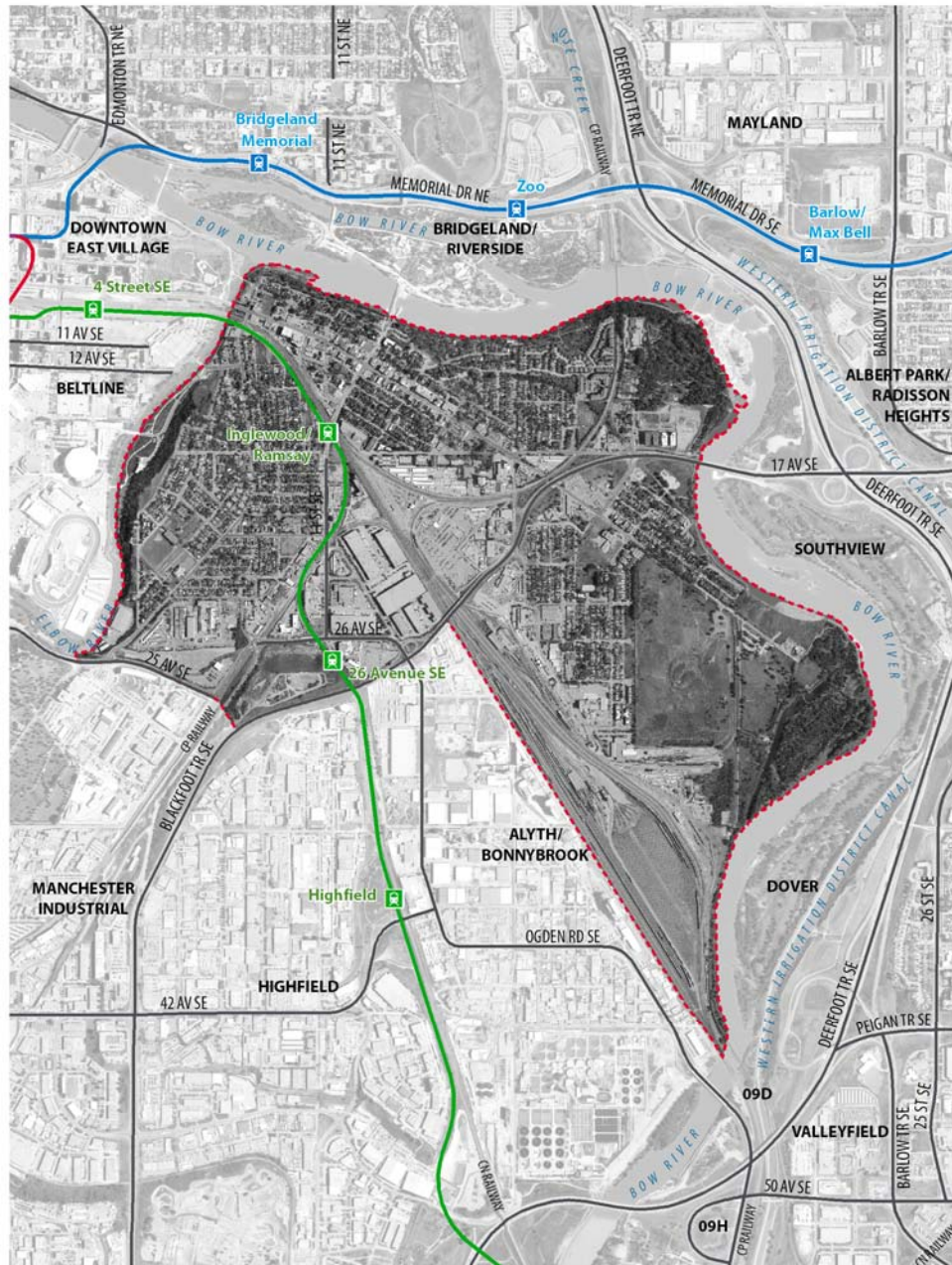


*Draft of*  
**The Historic East Calgary**  
Area Redevelopment Plan



May 1, 2018

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# Introduction

This section is intended to describe the overall plan for the area in plain language.

## **Change Drivers:**

### **What's motivating the plan for the area?**

The Plan Area is directly east of downtown Calgary. This centrality explains many of the factors influencing growth within the area. A lot of the space in the area is dedicated to movement:

- The Green Line LRT will run through the Plan Area. It will provide efficient transit access to the downtown and beyond for large parts of the southeast of Calgary.
- 17 Avenue S.E. and 9 Avenue S.E. lead to the downtown and convey a substantial number of commuters there and back via Bus Rapid Transit and passenger vehicle.
- The Canadian Pacific Railway has a yard and an intersection of its main north-south and west-east lines here. This heavy rail presence was foundational to Calgary as a city.
- Cyclists and pedestrians also use the regional pathways to move through the Plan Area.
- Air traffic overhead also impacts growth in the eastern portion of the Plan Area and is audible throughout the area.

This convenience and proximity to the downtown is expected to be a factor that drives growth and change within the Plan Area.

Calgary as a city is susceptible to economic cycles, but over the long run, the city will experience population growth. The communities and neighbourhoods within this Plan Area have a rich character. Many people are attracted to urban environments that have vibrancy and culture. The communities of Inglewood and Ramsay have main streets and historic neighbourhoods. There are markets and artisan shops. There are amazing open spaces along the rivers. These attributes are going to attract people to the Plan Area. While the future can never be predicted with certainty, change does follow a broad trajectory. Plans are based on the idea that it's better to try and provide a structure to manage that change.

## **A Plan for Future Growth:**

### The 80/20 Principle:

This Plan provides a structure for managing the growth pressures that will act on the Plan Area. A key organizing principle of this Plan is that 20% of the area should experience 80% of the growth while the remaining 80% of the area should experience only 20% of growth. Applying this principle has resulted in a large amount of future growth being allocated to underdeveloped industrial sites while leaving much of the low density residential neighbourhoods with the same basic character they have now.

### Anchors and Corridors

This Plan allocates most new growth to certain anchor sites and the corridors that connect them. The anchor sites are places that large numbers of people go to live, shop or work. Downtown Calgary is the anchor to the west. The 9 Avenue S.E. main street corridor runs west-east through the Plan Area and connects it to the Brewery site and the site around the new BRT station (at 19 Street S.E.). 9 Avenue S.E. is a destination in-and-of-itself. It will increasingly become a premiere cultural destination as initiatives like the Music Mile and streetscape enhancements build on the heritage character of the area. Redevelopment



of the Brewery site and the YWCA site will as an east end to this part of the corridor with the site around the new BRT station to the east at 19 Street S.E. providing a gateway to the Plan Area.



*Figure 1: Photo of 9 Avenue*

To the north of the Plan Area is the Calgary Zoo and the community of Bridgeland-Riverside. These areas connect into the Plan Area at 12 Street S.E., which in turn connects south to the Inglewood-Ramsay LRT Station (at the CP Rail underpass) and to 11 Street S.E. beyond (the Street changes number at the underpass). Being a connection to the LRT Station, this Street is important on both sides of the tracks. To the south, 11 Street will become a new main street with retail and residential buildings. Then 11 Street S.E. connects to the 26 Avenue S.E. Station to the south as well. The area around that Station is capable of becoming a major centre of activity with market-style retail near the Station and tall residential buildings nearby. Some civic and industrial sites may remain in the area and these will progressively integrate with the new urban character.



*Figure 2: Conceptual sketch of the 26 Avenue S.E. Green Line LRT Station area*

26 Avenue S.E. connects west in a roundabout way to 25 Avenue S.E. (which is the southwest border of the Plan Area). North of 25 Avenue S.E. are Stampede back-of-house lands and the site centered on the historic Dominion Bridge building. This site may support a concentration of residential and commercial development in the future. North of 25 Avenue is also Spiller Road which turns into 8 Street S.E. This corridor will support low-rise apartments and rowhouses with pockets of commercial. As 25 Avenue S.E. moves west beyond the Plan Area it connects to the Erlton LRT Station and the south entrance to the Calgary Exhibition and Stampede grounds. This is already a significant residential and entertainment area and will only improve over time.



### Areas of Stability

This Plan is not just about growth and change. There are important elements of continuity. Much of the residential area is expected to see only modest redevelopment as houses are remodeled or rebuilt and duplexes and rowhouses are added to the mix. This Plan has a strategy to preserve many of the heritage buildings within the area. The parks and open spaces will remain as community amenities and improve in quality as more people use them. It is an aspiration of this Plan to support enough of a population that there won't be any reason to consider converting the school sites to anything else.

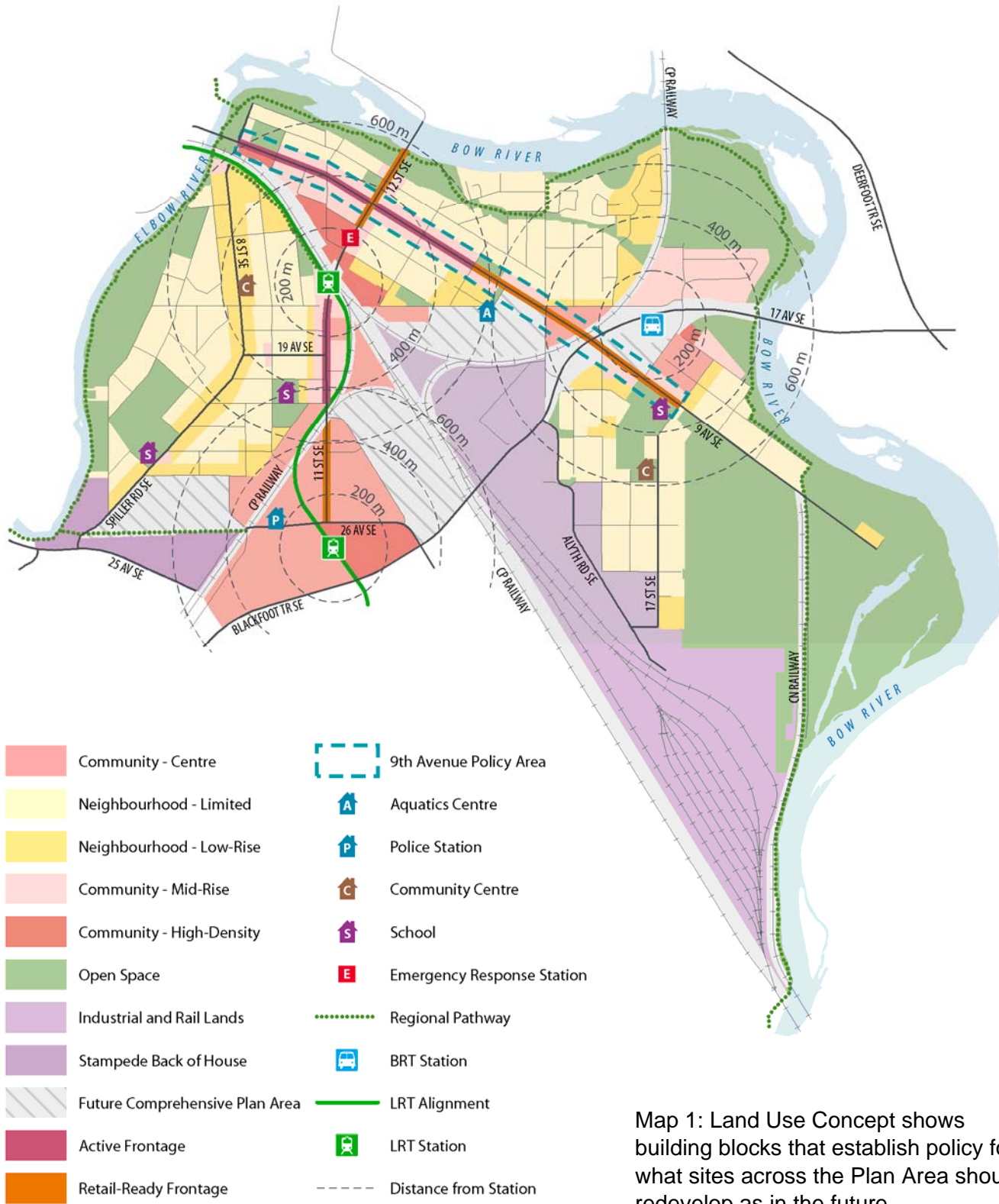


*Figure 3: Photo of character homes in Ramsay*

### Rivers and Open Spaces

The Plan Area is bounded by the Elbow and Bow Rivers. At the northwest point is their confluence. This site is ecologically and culturally significant. The historic and cultural significance of this area will be described in the next section. The natural heritage of the rivers and the parks on their edge is one of the most valuable amenities in the Calgary region. Calgary has one of the best pathway systems in the world and this is the place where the Elbow River Pathway meets the Bow River Pathway (which connects across the river to the Nose Creek Pathway). These open spaces and pathways along the rivers will be an amenity for generations to come.

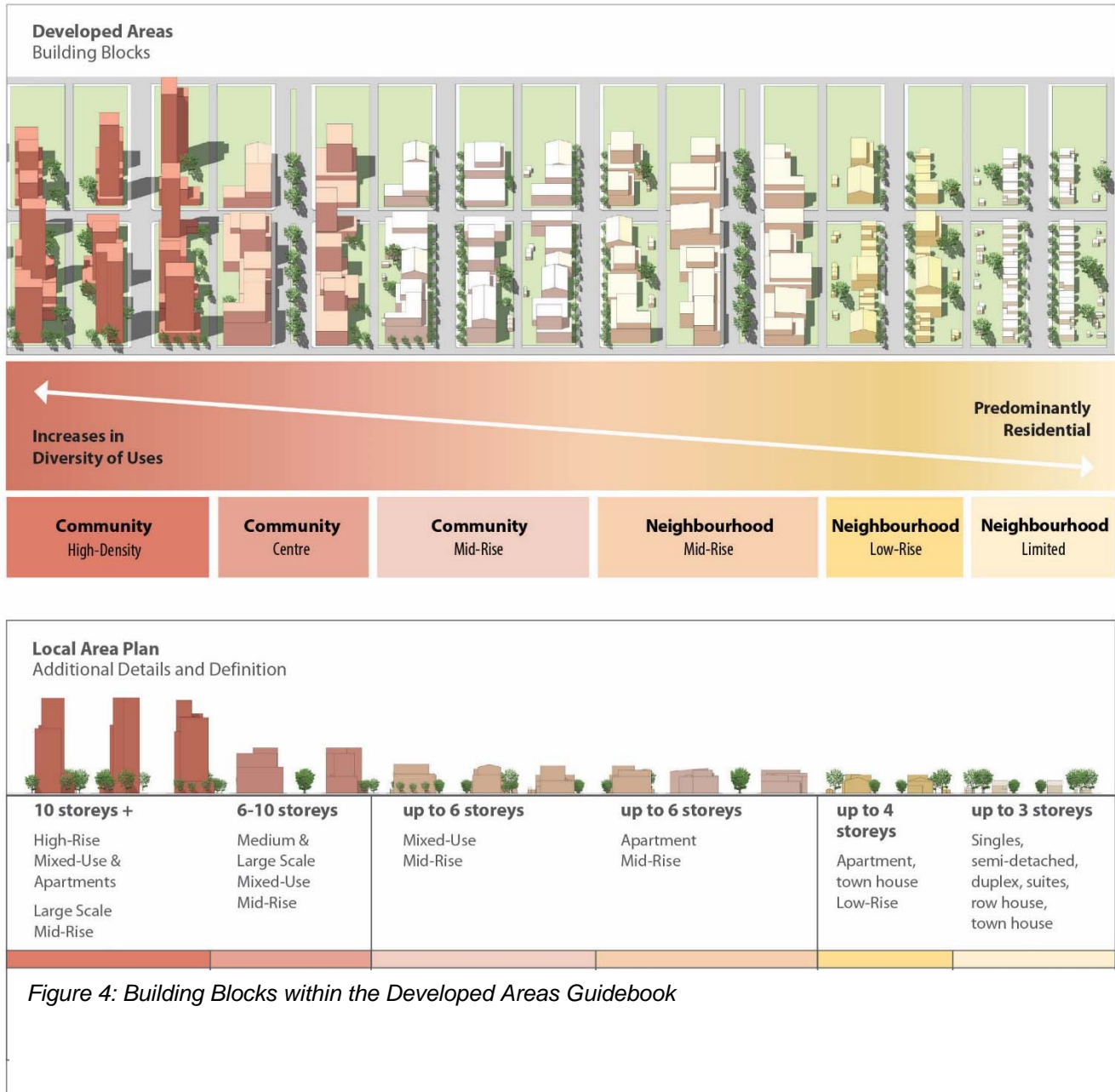
## Map 1: Land Use Concept



Map 1: Land Use Concept shows building blocks that establish policy for what sites across the Plan Area should reimagine as in the future.



The figure below provides a brief description of what each building block calls for. The Developed Areas Guidebook contains policy that is applied in conjunction with the policies of this Area Redevelopment Plan. It provides the basic building blocks for neighbourhood and community development. This Plan describes how those building blocks are arranged to support neighbourhoods and communities. Combined, they provide the policy for community growth.



In some cases, there may be no additional policy in this Plan for a particular item. In such cases, the Developed Areas Guidebook, the Municipal Development Plan or other relevant City policies apply. However, this Plan takes precedence in the event of any conflict between policies.

# 1 Past to Present

This section is structured by time: past, present and future. The Community Origins sections (1.1 & 1.2) describe how present conditions were produced through the interaction of people and place over time. This sense of place is the legacy of the past and it explains community and neighbourhood identity (section 1.3). The Plan Area Attributes section (1.4) describes the physical attributes of the Plan Area. These are some of the elements that are going to shape the form of growth in the future. The rest of the document provides a policy for the intended future within the communities.

## 1.1 Community Origins of Inglewood

Inglewood is an urban village near the centre of Calgary. It has maintained its distinct identity for more than 100 years and is Calgary's oldest neighbourhood. Located east of the confluence of the Bow and Elbow Rivers, the Plan Area covers approximately 380 hectares (940 acres) of land.

Like the rest of Calgary and all of southern Alberta, Inglewood lies within Treaty 7 territory, which opened to non-indigenous settlement after that treaty was signed in 1877. At that time, indigenous peoples had lived in this region for at least 12,000 years, dating back to the last ice age. With its sheltering river flats, plentiful wood and water, and warm Chinook winds in the winter, the Calgary area was a preferred seasonal campsite. Archaeological evidence of temporary campsites abound, including a buried campsite identified north of the Inglewood Bird Sanctuary in 1979. Indigenous peoples followed an ancient trail (later dubbed the Old North Trail, and subsequently part of the original Macleod Trail) that corresponded to 8 Street SE and forded the Bow River at that point.

The near-extinction of the bison in the late 1870s set the context for Treaty 7, which the crown signed with leaders of the Kainai, Nakoda, Peigan, Siksika, and Tsuut'ina nations. Members of each nation moved to newly-established land reserves, and their nomadic culture came to an end.

Calgary began in 1875 as a North-West Mounted Police post established at the confluence of the Bow and Elbow rivers. Before long, a small settlement quickly developed in the vicinity of Fort Calgary, as the post was named in 1876. When the Canadian Pacific Railway (CPR) revealed in 1882 that its transcontinental line would follow a southern prairie route rather than a northern one through Edmonton, squatters and settlers followed the early lead of Métis freighters and Hudson's Bay Company traders and expanded the existing settlement that stood east of the Elbow River, in what is now western Inglewood.

The CPR arrived in 1883, but it soon laid out a new townsite on its own property in what is now downtown and began selling lots through its real estate subsidiary. The settlement moved west of the Elbow at the beginning of 1884, and Calgary was incorporated as a town later that year (it became a city in 1894). Though its land values and development potential were diminished, the western portion of Inglewood—west of 15 Street SE—was included within the town limits. The CPR line formed an arc through the area that separated the future Inglewood and Ramsay districts.

Two partnerships initially developed western Inglewood. In 1882, Captain John Stewart (1854–1893) and NWMP Commissioner A.G. Irvine (1837–1916) bought land east of 11 Street SE, which was developed as the Stewart Estate. Stewart's own house, built in 1885, still stands on New Street. West of 11 Street SE, future mayor and Calgary Herald editor Wesley Fletcher Orr (1831–1898) and his partners acquired land from Métis settler Louis Roselle (1821–1891). The area soon emerged as a mixed residential and industrial district with a main street business district on Atlantic Avenue, as 9 Avenue SE was known before 1904. The Calgary Brewing and Malting Company (1537—9 Avenue SE), established in 1892 by rancher Alfred Ernest (A.E.) Cross (1861–1932), became a major employer in the area. Its landmark quality and pervasive odour generated the district's early identity as Brewery Flats. Both the brewery complex and Cross' 1891

home (1240—8 Avenue SE), which he purchased in 1899, remain extant. Cross was one of the Big Four ranchers who offered financial backing for the original Calgary Stampede in 1912.

The rest of today's Inglewood east of 15 Street SE lay outside the municipal boundaries until 1907. To the south, Colonel James Walker (1846–1936), another NWMP veteran, established a homestead farm along the banks of the Bow River in 1882. He quickly established a sawmill business on the property and supplied building materials for the growing town to the west. To the north, William Pearce (1848–1930)—a prominent government and CPR official, and a key figure in land and resource development and conservation—acquired a 197 acre parcel where he built a fine sandstone house in 1889. Like other prosperous Calgarians, Cross and Pearce named their houses. Cross' became Brewery House, while Pearce's was Bow Bend Shack. (Cross' house was "Brewery House.") When Walker later subdivided the western portion of his land (including the site of Colonel Walker School, which bears his name), the new subdivision was named Inglewood. The balance of his property eventually 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. Walker's third farmhouse, built in 1910, remains extant, but Pearce's home was demolished in 1957 for warehouse development.

The Calgary Municipal Railway (forerunner to Calgary Transit) began service in 1909, and that year, the growing system extended its Red Line along 9 Avenue SE to East Calgary, as both the streetcar destination and the district itself became known. Like the rest of Calgary, the district enjoyed a boom period that peaked in 1912 and ended in 1913. Many of the district's existing historic homes, churches, and commercial and industrial buildings date from that period. From 1916 to 1922, Colonel Walker School doubled as the Provincial Institute of Technology and Art before that institution, the forerunner of SAIT and the Alberta College of Art and Design, moved to its own campus. From 1922 to 1936, the school again doubled as East Calgary High School.



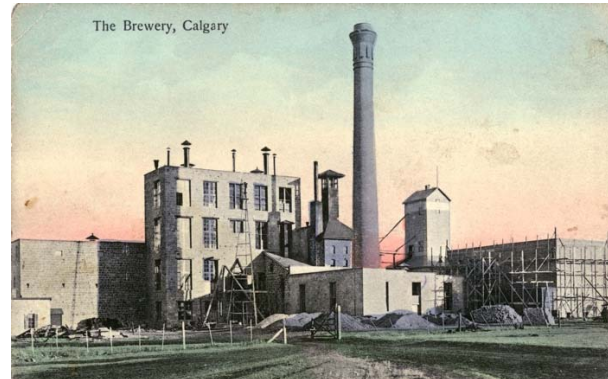
*Figure 5: 9 Avenue SE (Atlantic Avenue) with street car service (Glenbow Archives nb-55-217)*

A major development occurred in 1938–39 when the British American Oil Company built a major refinery west of the bird sanctuary. Through mergers and acquisitions, it was 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. Inglewood Wildlands Park now occupies the site.

The name East Calgary eventually developed negative connotations, and in the mid-1940s, the local ratepayers' association encouraged use of the name Inglewood, which until then had been in use only in the eastern side of the district. In 1946, the Calgary Public Library opened its Inglewood Branch, and that year the local lawn bowling club was named the Inglewood Lawn Bowling Club. The community association was formally registered on September 18, 1956 as the Inglewood Community Association (ICA).



By the 1960s, city planners valued freeway development over inner-city communities. A 1961 urban renewal study led in part to plans for a crosstown freeway and cloverleaf that would have replaced Inglewood. Architect Jack Long (1925–2001), who bought and moved into the old Stewart House in 1969 (and later represented the area on City Council as Ward 9 alderman from 1980 to 1983), led a group of residents who fought the proposal successfully. Long and the ICA formed a redevelopment committee, and community efforts informed the Inglewood Design Brief in 1973. With new design guidelines and assistance from all three levels of government, Inglewood regained its future. An early example of community revival is the establishment in the mid-1970s of the Alexandra Centre, a multi-service daycare, health, and seniors' facility in the former Alexandra School, which had closed in 1962. The City declared Inglewood a Special Heritage Character Area in 1991, a designation that led to restoration projects by the Heritage Canada Main Street Program and the Alberta Main Street Program (a joint initiative with the Inglewood Business Revitalization Zone).



*Figure 6: The Brewery Site (bottom image Glenbow Archives pa-3318-23)*

## 1.2 Community Origins of Ramsay

Like the rest of Calgary and all of southern Alberta, Ramsay lies within Treaty 7 territory, which opened to non-indigenous settlement after that treaty was signed in 1877. At that time, indigenous peoples had lived in this region for at least 12,000 years, dating back to the last ice age. With its sheltering river flats, plentiful wood and water, and warm Chinook winds in the winter, the Calgary area was a preferred seasonal campsite. Archaeological evidence of temporary campsites abound within the city limits. Indigenous peoples followed an ancient trail (later dubbed the Old North Trail, and subsequently part of the original Macleod Trail) that corresponded to Spiller Road and 8 Street SE through present-day Ramsay to a ford at the Bow River. The nearby confluence of the Bow and Elbow Rivers was an important site for transportation and encampment.

The near-extinction of the bison in the late 1870s set the context for Treaty 7, which the crown signed with leaders of the Kainai, Nakoda, Peigan, Siksika, and Tsuut'ina nations. Members of each nation moved to newly-established land reserves, and their nomadic culture came to an end.

Calgary began in 1875 as a North-West Mounted Police post established on the south side of the Bow River at its confluence with the Elbow River. Before long, a small settlement developed in the vicinity of Fort Calgary, as the post was named in 1876. Métis freighter Louis Roselle (1821–1891) and his wife, Angelique, began farming in what is now Inglewood and Ramsay in 1880. The following year, Scottish-born Angus Fraser homesteaded the land north of the Roselles, thereby securing the site of the local Hudson's Bay Company post (on the east side of the Elbow) that he served as its manager. Fraser and Roselle had overlapping claims that both included the feature now known as Scotsman's Hill.

When the Canadian Pacific Railway (CPR) decided in 1881 that its transcontinental line would follow a southern prairie route rather than a northern one through Edmonton, squatters and settlers followed the early lead of Métis freighters and Hudson's Bay Company traders and expanded the existing settlement that stood east of the Elbow River, in what is now western Inglewood.

The CPR arrived in 1883, and its tracks formed an arc that separated the future Inglewood and Ramsay districts. That year, Wesley Fletcher Orr (1831–1898), an Ontario businessman, purchased Roselle's claim, in partnership with Mary Schreiber, for its development potential. But the CPR soon laid out a new townsite on its own property—in what is now downtown—and appointed William T. Ramsay (1857–1921) to survey and subdivide the land and begin selling lots through the company's real estate subsidiary. The settlement moved west of the Elbow at the beginning of 1884, and Calgary was incorporated as a town later that year. It became a city in 1894.

Though its land values and development potential were diminished, the northern portion of today's Ramsay — along with western Inglewood — were included within the town limits in 1884. Orr moved to Calgary when he received patent to his land in 1886, and in 1887 he registered a subdivision, Plan A2, which included that part of today's Ramsay between Maggie Street and the CPR tracks as far south as 17 Avenue SE. In his public role as a town Councillor in the 1880s and 1890s, and then as mayor in 1894–96 and 1897–98, Orr promoted industrial and railway development east of the Elbow River, including the junction of the CPR main line with the Calgary and Edmonton Railway, which was built north to Edmonton in 1890–91 and south toward Fort Macleod in 1892.

After Orr's death, his daughter Margaret Beattie subdivided the land west of Maggie Street (which her father had named for her) and north of 17 Avenue, in partnership with Schreiber and developer Adam Francis Hirst (A.F.H.) Mills. Western Ramsay reached its present dimension in 1906, when The City annexed the area south of 17 Avenue and west of today's Spiller Road. W.T. Ramsay owned that property, which he

envisioned as an upper-class neighbourhood and subdivided as Central Park. In the event, it became Grandview Heights. Ramsay School and Ramsay Street are named for W.T. Ramsay, but the district of Ramsay is not. A.F.H. Mills subdivided his own land east of today's Spiller Road as the residential Mills Estate.

Western Ramsay developed largely as a residential area, with the exception of a sandstone quarry at the base of Scotsman's Hill, and the Sunshine Auto Camp, a tourist destination that operated from the 1920s until it became Calgary Stampede parking in the 1950s.

Further east, the junction of railway lines developed, as predicted, as a hub of industry. In 1887, The City purchased that land for use as the CPR's stockyards, and in 1903 The City annexed a triangle-shaped parcel formed by the convergence of railway lines. That year, the Alberta Stockyards Company developed a new stockyard at the southern end of that parcel on what is now 26 Avenue SE. It opened near the four-year-old abattoir built by Patrick Burns (1856–1937), the company's majority shareholder. A self-made millionaire, Burns dominated the meat industry through his ranches, abattoirs, and retail meat markets. Burns was also behind the establishment of a soap factory in the district in 1905. In 1912, he became one of four wealthy ranchers—The Big Four—who offered financial backing to the first Calgary Stampede. Burns sat in the Canadian Senate from 1931 until his death. Burns Avenue is named for him, and this part of the district became known as Burnsland.



*Figure 7: Stockyards, Glenbow Archives NA-2230-1*

A massive annexation in 1907 pushed the city limits outward in all directions, and it included the balance of what is now Ramsay. Calgary experienced rapid growth in the years leading up to the First World War, which contributed to commercial, industrial, and residential growth in present-day Ramsay. The Calgary Municipal Railway began service in 1909, and in 1911 the streetcar system opened its Burns Avenue line, which was extended to Ogden in 1913. Residential development paralleled the streetcar line, and the 9 Avenue SE shopping district north of the tracks in today's Inglewood doubled as a commercial centre for Ramsay residents, thereby limiting the need for commercial development within Ramsay. When the Canadian Northern Railway (CNoR) entered Calgary in 1913, its transcontinental line established the district's southern boundary. The CNoR built its McKee Yards in 1914, including coach and locomotive servicing facilities and a five-stall roundhouse. The complex was expanded in 1917, but the troubled CNoR was taken over by the federal government, and it became part of the new Canadian National Railways.





*Figure 8: Canadian Pacific Railway employees leaving work, Glenbow Archives NA-644-18*

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

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

By the 1950s, residents enjoyed the use of Ramsay Park with its two baseball diamonds, the future Jefferies Park (where industrialist Ed Jefferies flooded a rink each winter for community use), and the annual Ramsay Winter Carnival. But by the 1970s, aging housing stock, and other inner-city conditions posed new challenges. In concert with its Inglewood counterpart, the Ramsay Community Association 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.

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

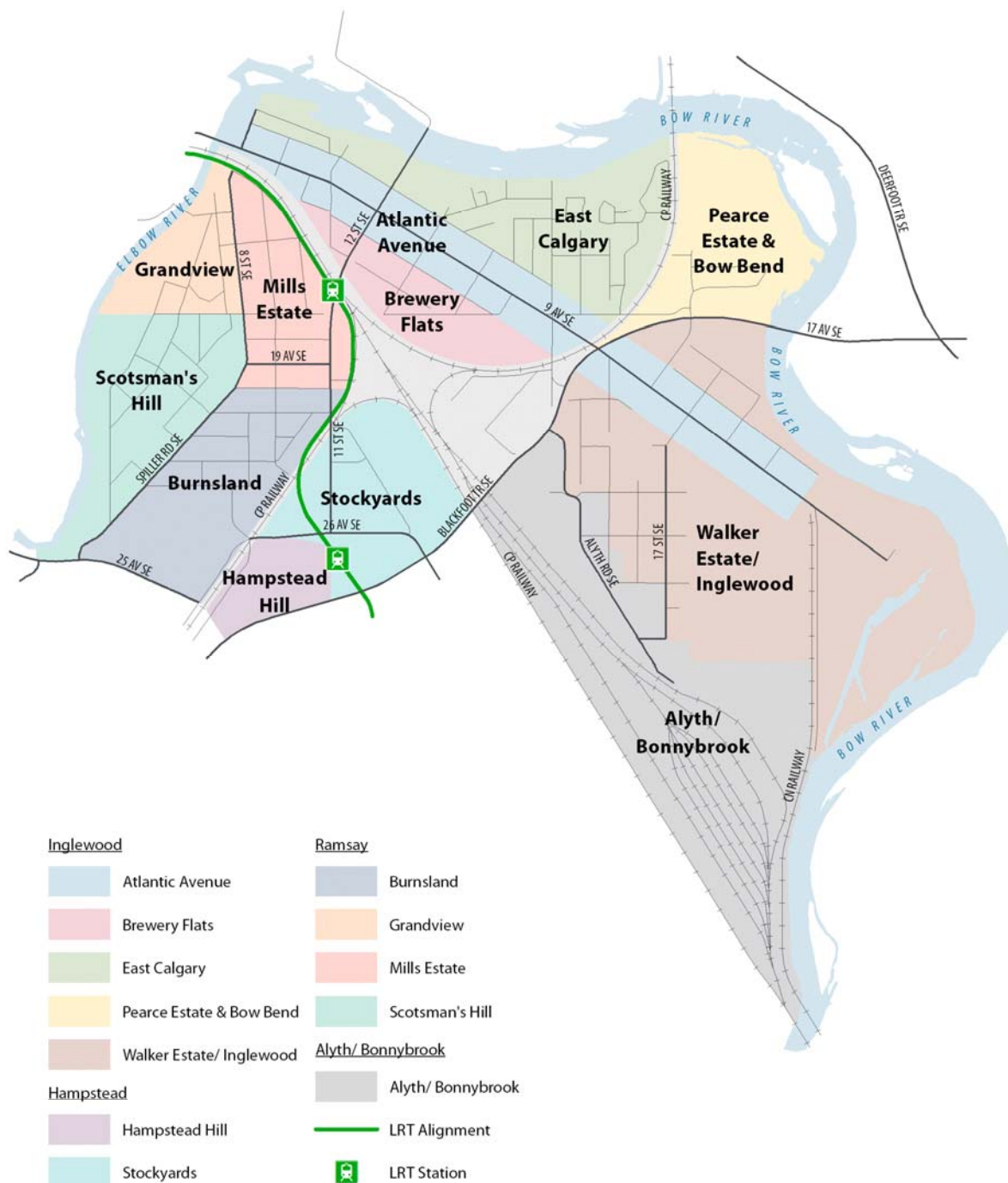


*Figure 9: Various locations within Ramsay*

### 1.3 The Plan Area's Communities and Neighbourhoods

The Communities and Neighbourhoods within the Plan Area are the foundation of social life.

**Map 2: Communities and Neighbourhoods**



## Community of Inglewood: Neighbourhood Profiles

The community of Inglewood developed around distinct historical neighbourhoods. Significant historical neighbourhoods within the community are listed below.

### Atlantic Avenue

Atlantic Avenue has always been the commercial heart of Inglewood, forming much of its business area. The commercial district on 9 Avenue S.E. is reflected in what remains of existing historical buildings between the Deane House at 8 Street S.E. and the brewery site at 17 Avenue S.E.

### East Calgary and Brewery Flats

The Village of East Calgary was commonly referred to as Brewery Flats because of the malty odour of the brewery's operations. The area was bisected by Atlantic Avenue and formed much of what we recognize today as Inglewood.

### Pearce Estate and Bow Bend

Originally owned by William Pearce, this area of Inglewood was bequeathed to The City of Calgary and developed as Pearce Estate Park. Also referred to as 'Bend in the Bow' (Bow Bend), this area represents much of the parkland in Inglewood today.

### Walker Estate

Colonel Walker built the Walker home in the area originally referred to as Brewery Flats and the Estate was called Inglewood by Colonel Walker himself. The community of East Calgary, or Brewery Flats, was renamed Inglewood at a later date. The Walker Estate set aside land which today is both the Inglewood Bird Sanctuary and the Inglewood Wilds.



Figure 10: Various locations within Inglewood



## **Community of Ramsay: Neighbourhood Profiles**

The community of Ramsay developed around distinct historical neighbourhoods which were identified, for the most part, according to the landowner at that time. Significant historical neighbourhoods within the community are listed below.

### **Scotsman's Hill**

Scotsman's Hill, an escarpment along the Elbow River, forms the western boundary of the Plan Area. This area was originally known as Fraser Hill.

### **Burnsland**

This area was historically ranch land owned by Patrick Burns. It was later expanded to house railway, mining and lumber camps. It forms the southwest area of Ramsay.

## **Community of Hampstead: Neighbourhood Profiles**

These are nominal titles for the future neighbourhoods that will develop near the 26 Avenue S.E. Green Line LRT Station.

### **Hampstead**

The area east of Highfield Road and north of Blackfoot Trail was historically named Hampstead (or Hampstead Hill).

### **Stockyards**

Originally required by CPR as a stockyard for southbound cattle shipments, this parcel was sold to the Town of Calgary for use as a stockyard in 1887. It was later used as the Alberta Stockyards and the Burns packing plant before being subdivided into industrial lots. This area remains industrial today.

## **Industrial District of Alyth/Bonnybrook**

A small portion of this industrial district is within the Plan Area.

## 1.4 The Plan Area's Attributes

Certain attributes of the Plan Area have implications for new development.

### Bow and Elbow Rivers

The Bow River defines the north and east boundaries of the Plan Area, with the Elbow River defining the west boundary. Development occurring adjacent to these rivers may be subject to flooding. Areas that have a likelihood of flooding are identified as the floodway or flood fringe on Map 3: Attributes.

Section 6: Infrastructure and Environment contains further information on how development will protect water sources, as does Appendix 1: Flood Protection.

### Airport Vicinity Protection Area

The Calgary International Airport Vicinity Protection Area (AVPA) Regulation governs land use development close to the Calgary International Airport. The Regulation prohibits certain land uses from being developed near the airport that will negatively affect airport operations, and minimize negative noise impacts to those uses. A significant portion of the Inglewood community lies within areas designated by the AVPA regulation as Noise Exposure Forecast (NEF) 30+ (see Map 3: Attributes). Properties within the NEF contours must comply with the acoustical requirements of the Alberta Building Code, and certain uses may be prohibited. 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.

### Contaminated Sites

Historically, the Plan Area has attracted considerable industrial development. As a result, potentially contaminated sites may impact future development. With new development proposed for the area, it is important that a detailed environmental site assessment be completed at time of application to ensure a site is suitable for its intended use. Further studies may be required at the time of application.

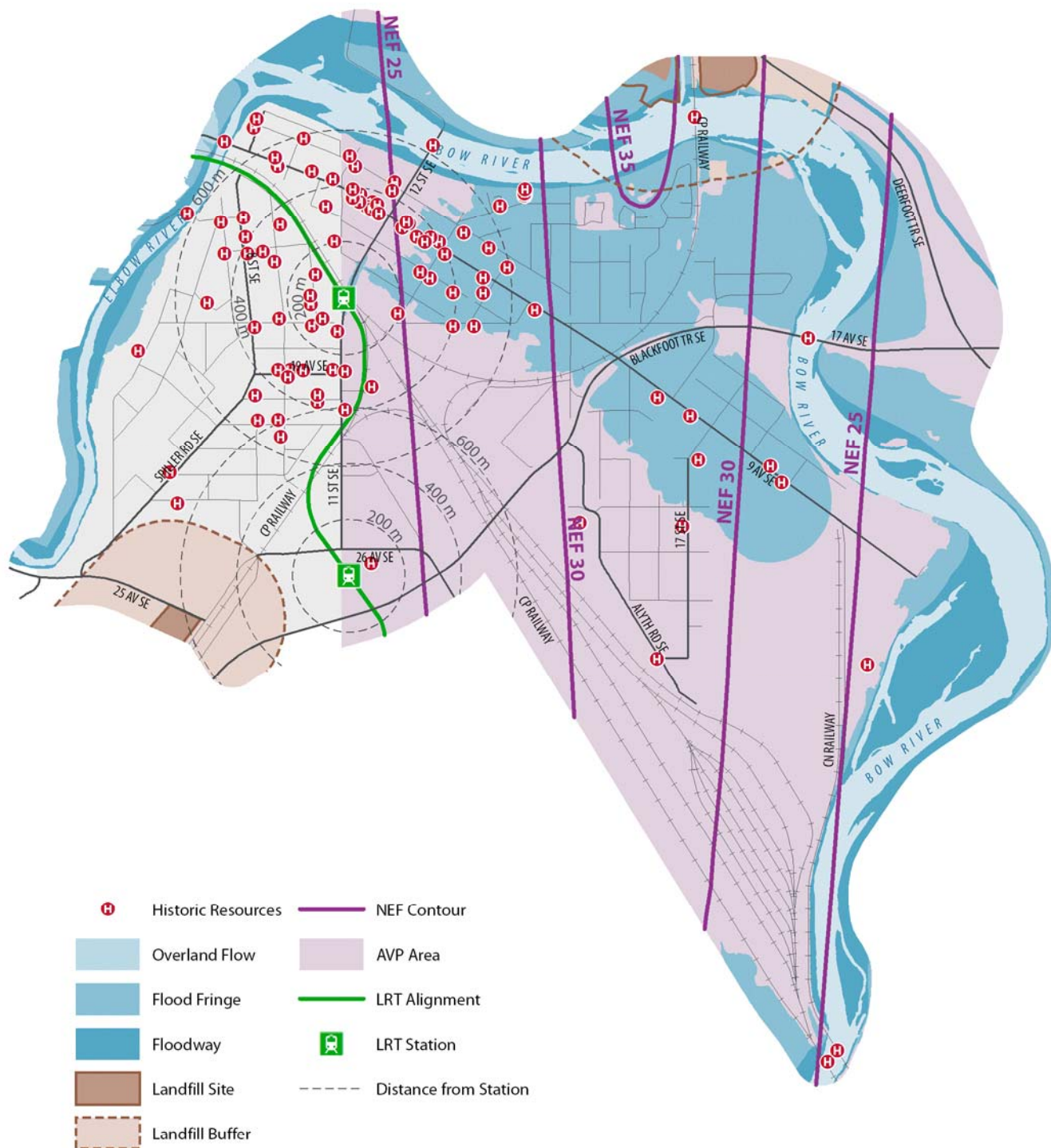
### Landfill Setback

A portion of the Plan Area is subject to a prohibited use setback from two landfills, as legislated under the MGA Subdivision and Development Regulation (SDR). This landfill is in post-closure care (it is no longer operating). A 300 m restricted use setback is applied from the waste disposal area of the landfill under the SDR. Since there may be challenges or complicated issues with these types of applications, it is advisable that landowners speak with City Administration prior to submitting a formal application.

### Development Next to Freight Rail Corridor

The Inglewood Plan Area includes a freight rail corridor and rail yard. Any development or redevelopment adjacent to a freight rail corridor or yard must comply with the Development next to Rail Corridor Policy and Land Use Bylaw requirements at the time of application.

Map 3: Attributes





## 2 Future Directions

This section describes the vision and core ideas for each community within the Plan Area and describes the future pattern of growth.

### 2.1 Vision and Core Ideas for Inglewood

The community goals listed below have been foundational to the creation of this Plan. Decisions made by The City and the community should be guided by the spirit, vision and direction expressed in this Plan. The core ideas of this Plan are as follows:

#### 2.1.1

Encourage and guide the upgrading and intensification of the 9 Avenue S.E. main street.

#### 2.1.2

Integrate the Light Rail Transit (LRT) line, 17 Avenue S.E. Bus Rapid Transit (BRT) and station into the existing community and guide the intensification of land near the transit station.

#### 2.1.3

Encourage new residential development and population increases that will support the revitalization of local facilities, support rapid transit investment, maintain the viability and improve the quality of the local school, and provide a market for local area retailers.

#### 2.1.4

Protect and enhance Inglewood's unique character, which is a function of its history, geography, cultural life and residents.

#### 2.1.5

Encourage a mix of uses that will provide options for residents to meet their needs locally.

#### 2.1.6

Preserve, where possible, Inglewood's historic buildings.

#### 2.1.7

Preserve the human scale of buildings and rich mixture of commercial and recreational activities of the area.

#### 2.1.8

Provide a framework for land use controls that are compatible with the character of the community.

#### 2.1.9

Provide for a variety of choice in housing types, recognizing the diversity in household types, sizes and incomes.

#### 2.1.10

Encourage the development of cultural, commercial, tourist and recreational amenities in the community.

#### 2.1.11

Encourage transit and active modes (walking and cycling) as preferred transportation options for the Plan Area.

#### 2.1.12

Provide a safe and convenient environment for pedestrians and cyclists.

#### 2.1.13

Improve neighbourhood open space systems.

#### 2.1.14

Facilitate the efficient movement of all modes of travel through the area in order to meet the needs of both regional through traffic and the area's residents and users.

#### 2.1.15

Promote a healthy physical environment by addressing noise, pollution, odour and other environmental concerns.

#### 2.1.16

Encourage the growth of community spirit and community cultural vitality.

## 2.2 Future Placemaking in Inglewood

The future land use pattern for the community is shown on Map 1: Land Use Concept and described below.

### Heart of the Community

The land use concept for Inglewood reaffirms the main street, 9 Avenue S.E., as the heart of the community. Fostering sensitive redevelopment in this area will help maintain Inglewood as a distinctive, attractive community with a strong sense of place. The core of 9 Avenue S.E. will continue to be developed primarily as a mixed-use retail area that will promote active uses and further enhance it as a compact and active pedestrian-oriented corridor. The main street will have a high-quality public realm, including trees, wider sidewalks, and gathering spaces.

### Anchor Sites

Anchoring the street to the west is the 'Inglewood Triangle' (located between the CP rail, 12 Street S.E. and 9 Avenue S.E.) and future development along 12 Street S.E. leading to the future Green Line LRT station. These areas will feature mixed-use development that will make the area around the future station more active and enhance pedestrian and cyclist connections.

Anchoring 9 Avenue S.E. to the east will be the redeveloped Brewery/Rail District and Blackfoot Truckstop Diner sites. These areas will be comprehensively planned to incorporate residential, commercial and possibly light industrial development. Focusing on these sites strategically directs and manages redevelopment opportunities within the existing areas of the community.

### Contextual Areas

The single-detached housing areas of Inglewood will remain stable, with policy to enable secondary suite housing and rowhouses that allow for new housing types while keeping the neighbourhoods much as they exist today. This will create a greater range of housing opportunities and choices.

Industrial lands in the south portion of the Plan Area will be regulated to mitigate impacts on adjacent residential areas. To the north, parks and pathways near the river will remain as amenities to Inglewood residents as well as to the rest of the city. Inglewood contains a number of regionally significant open spaces. This plan aims to preserve open space, natural beauty and critical environmental areas.

### Mobility Systems

Transportation services will be provided in a safe, effective, affordable and efficient manner that ensures reasonable accessibility to all areas of the city for all citizens. The Green Line LRT station planned for the area will be located at the 12 Street S.E. underpass. Along with the BRT route through the community and regional pathways, the community will provide a variety of transportation options. There will be a number of enhancements to the pedestrian and cycling systems that will create walkable environments. The private automobile will still be a viable choice for local residents, but community design and infrastructure will make it less necessary.

## 2.3 Vision and Core Ideas for Ramsay

The Ramsay ARP consists of two distinct communities: one is the traditional Ramsay community area, with an enhanced 11 Street S.E., and the other will form as the lands centered around the future Green Line LRT Station at 26 Avenue S.E. are redeveloped. This Plan will complement the existing character of the area while encouraging sensitive redevelopment in appropriate locations based on the following core ideas:

### 2.1.1

Facilitate the development of the 26 Avenue Station area into higher density mixed-use and neighbourhood areas.

### 2.1.2

Encourage and guide the redevelopment of 11 Street S.E. as an active, mixed-use high street, anchored on the north and south by Green Line LRT Stations.

### 2.1.3

Maintain and enhance the continued viability and character of the community while providing opportunities for medium and high-density development.

### 2.1.4

Encourage the conservation of the community's historic character and its potential heritage resources.

### 2.1.5

Ensure that new commercial and industrial development, and the redevelopment of existing commercial and industrial uses, are compatible with adjacent and existing land uses.

### 2.1.6

Enhance the development of the community's physical environment and amenities, and address noise, odour and other environmental concerns.

### 2.1.7

Protect and enhance the quality of parks, open spaces and recreational opportunities within Ramsay.

### 2.1.8

Encourage transit and active modes as preferred transportation options for the plan area.

## 2.4 Future Placemaking in Ramsay

The future land use pattern for the community is shown on Map 1: Land Use Concept and described below.

### A New Main Street

The land use concept for Ramsay allocates the majority of new development to lands that are currently industrial or low-intensity commercial. Within Ramsay, 11 Street S.E., 8 Street S.E. and lands adjacent to the rail line will gradually redevelop. Over time, 11 Street S.E. will become a compact, mixed-use corridor with retail at ground level and offices and residential units above. As well, 8 Street S.E. will accommodate low-rise multi-residential development.



Figure 11: The 26 Avenue S.E. Green Line LRT Station area at present

### Catalyst Redevelopment Areas

The area south of the rail line and north of Blackfoot Trail and 25 Avenue S.E. will gradually transition from an industrial warehouse area to a high-density mixed-use area. Near the future Green Line station at 26 Avenue S.E., the retail site will redevelop as a mixed-use retail destination. Hampstead Hill will be developed as a high-rise neighbourhood area with strong connections to the nearby station. These areas will locate people, jobs and a point of interest next to the future station, which will serve as a catalyst for redevelopment in the rest of the area. Lands on either side of 11 Street S.E. south of the rail line will be redeveloped with a high-intensity mixed-use character. Lands to the east, near the railway, will be comprehensively planned and have a commercial, residential and light-industrial mix of uses.

Lands abutting the rail line will be redeveloped as an urban mixed-use area that will allow for commercial and mid-rise multi-residential buildings. The Dominion Bridge site will be an area of high-intensity mixed-use development, alongside Stampede Back of House activities, with intensity decreasing towards established single detached residential areas.



## Neighbourhood Areas

The single-detached housing areas of Ramsay will remain stable, with policy to enable secondary suite housing and rowhouses that allow for new housing types while keeping the neighbourhoods much as they are now. This will create a range of housing opportunities and choices.

## Mobility Systems

Transportation services will be provided in a safe, effective, affordable and efficient manner that ensures reasonable accessibility to all areas of the city for all citizens. The Green Line LRT stations planned for the area will be located near the 12 Street S.E. underpass and 26 Avenue S.E. close to the junction with 11 Street S.E. Along with the community and regional pathways, the community will provide a variety of transportation options. There will be a number of enhancements to the pedestrian and cycling systems that will create walkable environments. Community design, transit and pedestrian/cyclist infrastructure will make driving less necessary.



*Figure 12: Area redevelopment will occur with improvements to the public realm*

### 3 Land Use and Built Form

This section provides the policy framework for future growth within the Plan Area. Previous sections have described the pattern of future growth and the goals for lived experience within the community. This section divides that overall pattern into component pieces and provides policy guidance for each (with the Developed Areas Guidebook providing the core policies). The major sections are:

**General Policies:** These are policies that apply to the whole Plan Area.

**Heritage and Density:** This contains policy on heritage conservation and a density transfer and community investment scheme that will be used to fund it.

**Main Streets:** 9 Avenue S.E. and 11 Street S.E. have special policy that will help support their evolution as vibrant main streets.

**Frontages:** These policies provide guidance on specific types of interface areas.

**Future Comprehensive Plan Areas:** These are larger sites that will require more detailed site design as part of a future planning process. General guidance is provided for these sites.

**Building Blocks – Supplemental Policy:** Most of the policy for these Building Blocks is in the Developed Areas Guidebook. This section provides supplemental guidance, where needed.

**Community Amenities and Facilities:** This section provides guidance for facilities that provide care, culture, education, recreation and protection to people who live, work and play in the community.

# General Policies

## 3.1 Policies Applicable to All Areas

### The Land Use Concept

#### 3.1.1

Land use redesignations should be consistent with Map 1: Land Use Concept and the policies associated with it.

### Variety of Housing

#### 3.1.2

A broad range of housing types to accommodate the needs of different households, income levels, age groups and lifestyles is encouraged within new development.

### Focal Points

#### 3.1.3

Building configuration should be designed to maximize focal point opportunities. Where possible, views and vistas should be aligned with key buildings and should terminate with a landmark feature, a building or a public space.

### Context-Sensitive Infill Development

#### 3.1.4

Redevelopment should respect the character of the existing neighbourhoods while revitalizing potential redevelopment sites. This policy is not to prohibit redevelopment but to highlight the role that the existing context plays in shaping the form and function of new buildings. The street context can be determined by considering the following four elements, all of which should be respected by new infill development:

- a) Exterior design:
  - i. New buildings should incorporate fundamental design elements that is found along the streetscape in the vicinity of the site, including proportions and character.
  - ii. New buildings should be made of durable, high-quality materials that are similar or complementary to those found along the streetscape in the vicinity of the site.
- b) Building location(s) on a site:
  - i. New buildings should be placed on a parcel to minimize overlook of adjacent properties.
  - ii. The front setbacks of new development should respect the established street pattern.
- c) Building massing:
  - i. New development should respect the existing scale and massing of its immediate surroundings. Attempts should be made to reduce the contrast between newer, larger buildings and existing, smaller buildings.
  - ii. New buildings should be massed to optimize access to sunlight for units on site and for adjacent properties.
  - iii. The façade of a building along a public street should either be limited in length or articulated with recesses, architectural treatments or art to avoid a monolithic appearance.
- d) Landscaping:
  - i. The front setback area should be landscaped in a manner which adds aesthetic value to the base of the structure.
  - ii. The rear setback area, in addition to being the garage and/or other accessory building location, is an important amenity space that should allow for outdoor activity and maintain the pattern of rear amenity space typical of the surrounding community.
  - iii. Mature trees, located within front yards, should be preserved where possible, by designing new buildings around them.

## Quality Design

### 3.1.5

Ensure that new development meets high design standards, which contribute to achieving public areas that are attractive, comfortable and safe.

## Civic Uses

### 3.1.6

Existing civic uses (such as schools, emergency response stations, etc.) may be allowed to expand through land use amendments or development permit processes notwithstanding other policies in this Plan.

## Car-Oriented Uses

### 3.1.7

New automobile service centres, drive-thru businesses and service stations (gas stations) should not be approved within the Plan Area.

## Billboards

### 3.1.8

No new third party advertising billboards should be allowed within 600 m of an LRT or BRT station once the station is operational. New billboards should not be allowed along main streets (9 Avenue S.E. and 11 Street S.E.).

## Renewable Energy

### 3.1.9

Opportunities for renewable energy and district energy systems should be identified, explored and implemented.

## Affordable Housing

### 3.1.10

Opportunities for affordable housing should be identified, explored and implemented.

## Art

### 3.1.11

Art and cultural amenities are encouraged in public spaces.

## Mature Trees

### 3.1.12

Trees within the public right of way should be protected. Mature trees on private land are encouraged to be protected as lands redevelop.



# Density and Heritage

## 3.2 Heritage Conservation Approach

The historic character of the community is part of its distinctiveness and value, and an objective of this ARP is to conserve this character. This means encouraging sensitive redevelopment to occur while retaining heritage resources in the community. As densification and intensification of the community occurs, redevelopment pressure on heritage resources increases. The policies in this section aim to incentivize the retention and conservation of heritage resources.

### Background information - Inglewood

Inglewood is valued as one of the most heritage-rich communities in Calgary. It's where the development of the city originated in 1883, just ahead of the CP's arrival to Calgary.

The heritage character of the community is among its most significant and desirable asset and is manifest in the many historic buildings - commercial, residential, and industrial – parks, and natural areas. The community boasts one the most historically intact and significant main streets in Alberta - 9th Avenue S.E. – as well as remnants of an impressive industrial past, and other historic architectural landmarks. The heritage value of the community also includes many more typical historic residences which individually and collectively contribute greatly to the community's character.

Many of the community's significant heritage sites and properties have been formally acknowledged and documented on Calgary's heritage Inventory. Additionally, many other properties in the area have significant heritage character and merit inclusion on the Inventory and conservation. A small number of the properties on the Inventory are protected by The City, The Province, or both. The majority of the properties on the Inventory, and others with heritage character, are not protected. Most heritage resources in the community have been retained due to the area's low land use intensities (including FAR and/ or height) and the resulting lack of an economic incentive to redevelop.

### Background Information - Ramsay

Ramsay is valued as one of Calgary's oldest neighbourhoods. Development of the community dates back to the 1880s, with the north part of the community being part of the original Town of Calgary, formed in 1884.

Industry had a profound effect on the development of Ramsay in the late 19th and early 20th centuries with numerous major facilities located in or adjacent to the community, including the Canadian Pacific Railway yards, meatpacking and stockyard facilities, a steel foundry, and the Calgary Brewing and Malting Company. Much of the population of Ramsay was employed in these industries, establishing Ramsay very much as a working-class community prior to the First World War. Much of the development fabric that was established in Ramsay at this time has survived, lending Ramsay a remarkably unique, intact and cohesive heritage character which is one of the most important and cherished assets of the community. This character is especially evident in the large number of historic residences throughout the community, the majority of which are modest in scale, being vernacular or pattern book examples. Adding to the heritage value of the community are an assortment of historic retail and commercial buildings, industrial sites, parks and other landmark heritage buildings.

Many of the community's significant heritage sites and properties have been formally acknowledged and documented and are listed on Calgary's Inventory of Evaluated Historic Resources (the 'Inventory'). Additionally, many properties in the area have significant heritage character and merit inclusion on the

Inventory and conservation, but have not yet been listed. A small number of the properties on the Inventory are protected by The City, The Province, or both levels of government. The majority of the properties on the Inventory, and others with heritage character, are not protected. Most heritage resources in the community have been retained due to the area's low land use intensities (including FAR and height) and the resulting lack of an economic incentive to redevelop.

### Heritage Policy Objectives:

#### 3.2.1

To encourage redevelopment in the community, while conserving, enhancing and celebrating the community's heritage character and heritage resources.

### Density and Height Targets

#### 3.2.2

If more people are going to live, work, learn and play in a community, that community is going to require more space within buildings for that to happen. Given the Green Line LRT and BRT that will run through the Plan Area, the positive relation between transit and intensification is important to recognize. The more people that live or work within the transit catchment area, the more people are likely to take transit. There are public purposes to intensification. City infrastructure becomes more efficient with intensification. However, there are some drawbacks to intensification in that it affects views, sunlight/shading and produces a sense of enclosure where there used to be openness. This goes along with more people, activity and support for local shops, institutions and services. On balance, this Plan views intensification as a positive for Inglewood and Ramsay. The following policies regulate height and density within this Plan:

- a. Target densities are shown on Map 4: Future Target Floor Area Ratio.
- b. Target heights are shown on Map 5: Future Target Height.
- c. The intensity of development may only exceed the targets of this plan by 1 FAR or 6 metres of height before an amendment to this Plan is required. The new intensity must also be within the height and density ranges of the building block as specified on Map 1: Land Use Concept and in the Developed Areas Guidebook or an amendment to this Plan is required. For any amendments to the target heights and densities, consideration will be given to whether the new intensity meets the Vision and Core Ideas for the community the site is located within.
- d. Current heights and densities (FAR) are established by the Land Use Bylaw. Where FAR is not explicitly established but the Land Use Bylaw, it is the product of the maximum parcel coverage, the site area and the number of floors possible (given the maximum height) under the district that the parcel is designated.

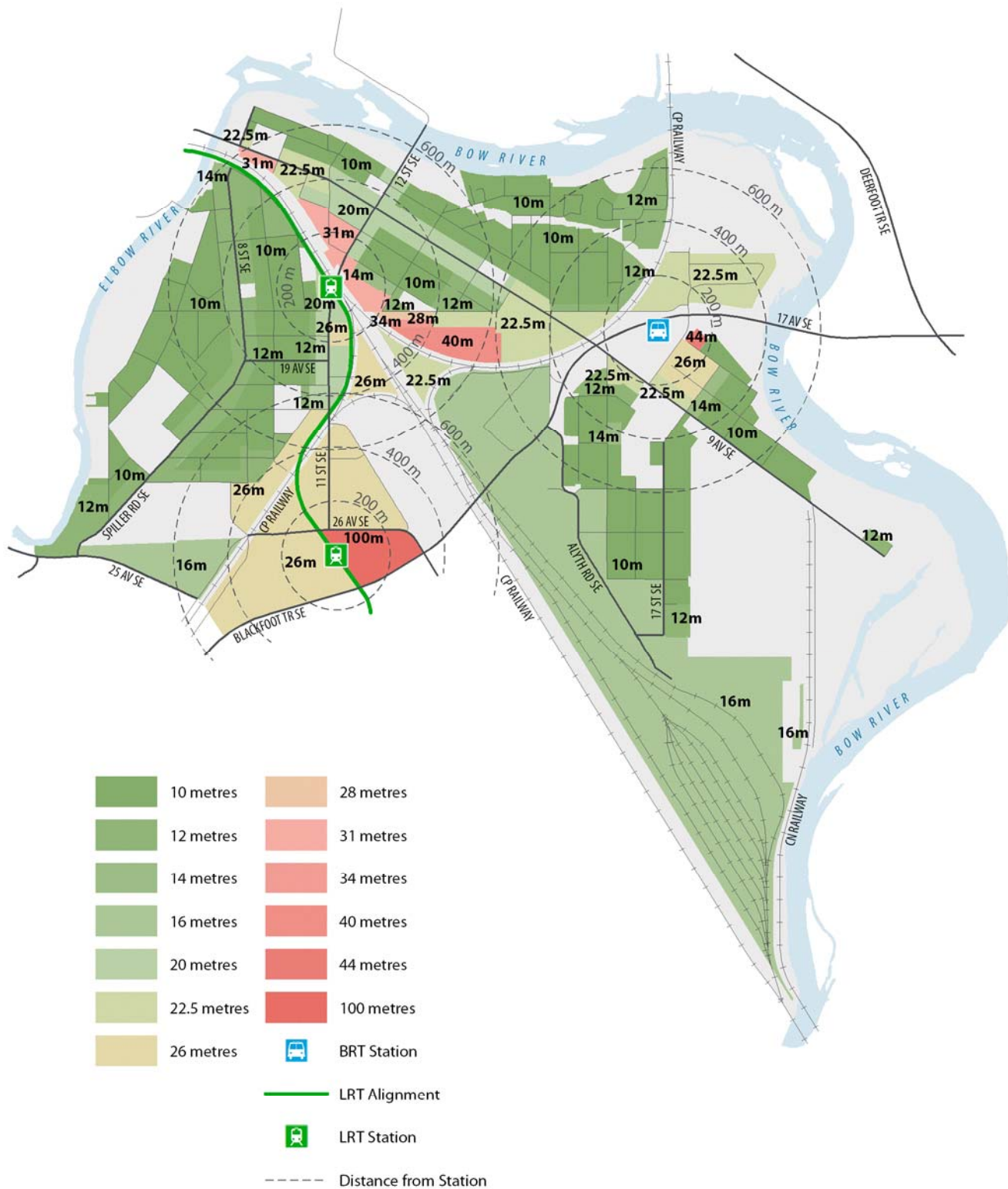
The map illustrates the proposed LRT alignment through Calgary, with fare zones and distances from stations. The alignment is shown as a green line, and the fare zones are color-coded according to the legend. The map also shows the Bow River, Elbow River, and major roads like 17th Ave SE and 26th Ave SE. A legend at the bottom explains the color coding for fare zones and the symbols for BRT and LRT stations.

Fare Zone	Color	Distance from Station
1 FAR	Dark Green	0 - 200 m
1.5 FAR	Medium Green	200 - 400 m
2 FAR	Light Green	400 - 600 m
2.5 FAR	Yellow-Green	600 - 800 m
3 FAR	Orange	800 - 1000 m
3.5 FAR	Light Orange	1000 - 1200 m
4 FAR	Red	1200 - 1400 m
5.5 FAR	Dark Red	1400 - 1600 m

Legend:

- BRT Station (Blue bus icon)
- LRT Alignment (Green line)
- LRT Station (Green train icon)
- Distance from Station (Dashed line)

Map 5: Future Target Height





## *Heritage Conservation Policies*

### **3.2.3**

Properties within the Plan Area, may achieve the future target FARs indicated in Map 4: Future Target Floor Area Ratio where one of the three Heritage Conservation Approaches are taken, to increase density from a base density (To Be Determined) to the future target FARs.

### **3.2.4**

The conservation of heritage character homes in the Neighbourhood – Limited areas will be encouraged by allowing rowhouse development on a parcel containing a character home when a character home is retained. Rowhouse development on parcels containing Character Homes is not encouraged when the Character Home is not retained.

## *Heritage Conservation Approaches*

### **3.2.5**

#### Heritage Density Transfer

A development project (receiver site) may increase density by transferring unused, residual density from a heritage resource (donor site) within this Plan Area, where that heritage resource has been listed on the Inventory and subsequently designated as a Municipal Historic Resource under the Historical Resources Act.

Municipal Historic Resources are considered to have transferable density up to the greater of:

- i) the maximum allowable density under the Land Use Bylaw; or
- ii) the future target FARs indicated in Map 4: Future Target Floor Area Ratio.

Some heritage resources may be ascribed additional incentive density for transfer purposes only – the amount which they may be ascribed is To Be Determined.

Both the donor and the receiver site will be re-designated as Direct Control Districts to track the transfer and receipt of the density.

### **3.2.6**

#### Contribution to a Community Heritage Conservation Investment Fund

A development project may make a financial contribution to the Community Heritage Conservation Investment Fund (CHCIF) established by Council. This fund will, in its entirety, support the Community Heritage Conservation Grant Program for heritage resources within this Plan area's boundaries that have been listed on the Inventory and are subsequently designated (protected) as Municipal Historic Resources. The Community Heritage Conservation Grant Program will be administered by The City of Calgary (Heritage Planning) and will support the rehabilitation, restoration and preservation of the community's heritage resources.

Bonus Rate:

The bonus rate for density through a contribution to the CHCIF will be established at the time of development permit approval based on a percentage (TBD) of average land value per square meter of buildable floor area. Cost estimates for average land value in the area shall be presented to The City at the time of the development permit application, and will be accepted at the sole discretion of The City.

## Administration of the CHCIF:

The CHCIF will be established by Council and administered by Heritage Planning for the purposes of supporting a Community Heritage Conservation Grant Program for heritage resources within this Plan area's boundaries that have been designated as Municipal Historic Resources. See Appendix xx for the CHCIF Terms of Reference [Forthcoming].

### 3.2.7

#### On-site Conservation of a Municipal Historic Resource

A development project may increase density by claiming any unused, residual density from an on-site heritage resource that has been listed on the Inventory and subsequently designated as a Municipal Historic Resource under the Historical Resources Act.

Municipal Historic Resources are considered to have a claimable density up to the greater of the maximum allowable density under the Land Use Bylaw or the future target FARs indicated in Map 4: Future Target Floor Area Ratio. A development involving on-site conservation of a municipal historic resource will be re-designated as a Direct Control districts to track the claiming of heritage incentive density.

Additionally, an allowance will be made to recognize the additional costs of retaining a heritage building in a larger development (if applicable). The allowance will be in the form of a reduction in the amount of density which must be acquired through a heritage density transfer or contribution to a Community Heritage Conservation Investment Fund to reach the future target FARs.



*Figure 13: Many heritage resources exist across the Plan Area*

# Main Streets

The Plan Area contains two main streets. These streets function as a transportation corridor and also support commercial and residential uses. Providing a positive pedestrian experience is key to the success of these main streets. These streets are expected to be focal points of community life.

## 3.3 9<sup>th</sup> Avenue S.E. Main Street: Historic Atlantic Avenue

The overall objective of these policies is to develop an attractive, pedestrian-oriented, commercial and residential corridor that encourages building designs complementary to the historic traditions of the area.

The majority of the policies for 9 Avenue S.E. are provided by the land use building blocks associated with Map 1: Land Use Concept, and within the Developed Areas Guidebook. The policies in this section are supplemental to those and apply to the area identified on Map 1: Land Use Concept as the 9<sup>th</sup> Avenue S.E. Policy Area.

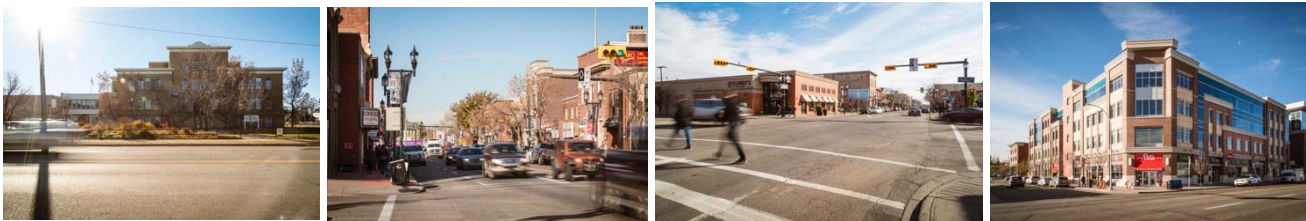


Figure 14: 9 Avenue S.E. will continue to flourish as a historic main street

### 3.3.1

Objectives for 9 Avenue S.E.

- a) Create a cohesive streetscape for 9 Avenue SE main street that supports pedestrian activity.
- b) Take direction from the City of Calgary 9th Avenue Streetscape Master Plan.

### Development Policy

#### 3.3.2

These guidelines apply to the portion of 9 Avenue S.E. between 8 Street S.E. and 19 Street S.E., which is recognized as a distinct character area.

- a) Open space should be included that are smaller in scale and utilize quality materials and design.
- b) No new development intended to service or sell vehicles will be allowed. No change of use to auto sales lots will be permitted. Any changes in the use of existing auto-related uses must not result in nuisance to adjacent development.
- c) Wayfinding at main intersections is encouraged and should be integrated into a comprehensive streetscape plan. Utilize the most current City of Calgary Streetscape Master Plan.

### 9 Avenue S.E. and 12 Street S.E. Intersection

#### 3.3.3

This is a prominent site of significant civic importance and will be enhanced for pedestrians through land use requirements and urban design guidelines.

- a) Corner plazas for pedestrian movement and activities are encouraged.
- b) Signature architecture reflecting Inglewood's historic and urban character should be used to create a focal point at this location.

### **3.4 11<sup>th</sup> Street S.E.**

With 9 Avenue S.E. to the north and the future 26 Avenue S.E. LRT Station to the south, 11 Street S.E. in Ramsay is well situated to become a new Main Street. The street will have a different character north and south of the tracks (at 21 Avenue S.E.). The northern portion will be oriented to the future Inglewood/Ramsay LRT Station and will have retail, office and residential uses that are adapted to their context. The southern portion will develop incrementally over time.

The overall objective of these policies is to develop an attractive, pedestrian-oriented commercial and residential corridor that encourages building designs complementary to the historic traditions of the area.

The majority of the policies for 11 Street S.E. are provided by the land use building blocks associated with Map 1: Land Use Concept, and within the Developed Areas Guidebook. The policies in this section are supplemental to those.

#### **3.4.1**

View corridors should be maintained along the southern portion of 11 Street S.E., connecting to the future 26 Avenue S.E. station.

#### **3.4.2**

Allow opportunities for outdoor seating and small pockets of public places integrated with the sidewalk for merchant displays and gatherings.

#### **3.4.3**

For the transition areas west of 11 Street S.E. (north of 21 Avenue S.E.), an evaluation on a site-by-site basis is required. The study will determine how the size, scale, use and character of the proposed development will fit within the adjacent properties with minimal impact on the existing urban fabric.

#### **3.4.4**

Industrial uses (i.e. warehouses) that remain will be required to provide enhanced pedestrian connections across the street frontage of the site. These sites should provide enhanced landscaping that screens operations and storage areas and/or elements that enhance site appearance and create visual interest.



# Frontages

The street interface of buildings are important to establishing the character of an area and the experience of walking its streets. Some frontages need to be developed with active uses to support the function of the street as a pedestrian oriented destination. Other frontages should be developed in anticipation of future activity at-grade. There are other frontages, such as those adjacent to parks, that don't necessarily need to be active, but should have design elements that aesthetically integrate well with adjacent uses.

## 3.5 Active Frontages

In addition to the policy on Active Frontages in the Developed Areas Guidebook, the policies in this section apply to the Active Frontage areas shown on Map 1: Land Use Concept.

### 3.5.1

New development should incorporate a vertical mix of uses. The mix of uses should include ground-floor retail, commercial or residential development and a minimum of one of the following uses: office, commercial and/or multi-residential space located above the ground floor.

### 3.5.2

Large format retail/commercial establishments should not be allowed. Uses such as grocery stores, pharmacies and other similar uses which provide various daily goods and services for residents may be allowed provided that they are located within a mixed-use development and using structured parking. Appropriate measures should be employed to maintain an active street interface, such as using liner shops.

### 3.5.3

Commercial uses that do not generate significant pedestrian activity, such as financial institutions, may also locate on the ground floor provided store frontages do not exceed 12 metres. The remainder of those commercial areas should be located on other floors, or be wrapped behind adjacent retail units. Lobbies for residential developments may also be located on the ground floor provided the street frontage does not exceed 7.5 metres.

## 3.6 Retail-Ready Frontages

The objective of these policies is to enable the transition of a street frontage from residential to commercial use. The approach is to require the structure of the residential building that is developed initially to have the key attributes of a commercial building. Retail-ready frontages should have the following attributes:

### Flexible Design

#### 3.6.1

Ground floor units should be flexibly designed to be able to accommodate both commercial and residential uses. Building design should accommodate future residential to commercial fire separation barriers.

### Setbacks

#### 3.6.2

Buildings should have a minimal setback from the public right-of-way. Setbacks should be free of obstructions to the entryway that cannot be easily removed upon conversion to commercial use.

### Glazing

#### 3.6.3

Ground-levels of buildings should have a high amount of glazing, or have a structure that allows for high amounts of glazing, to enable conversion to a storefront.

### Accessible Entrances

#### 3.6.4

Building entrances and first floors of buildings should be at about the same grade as the adjacent sidewalk. Where this is not possible a path to the entrance must be designed that is universally accessible.

### Site Configuration

#### 3.6.5

Building sites should be configured to allow for future commercial parking and waste disposal. This should be at the rear of the site if there is a lane.

### Walls and Fencing

#### 3.6.6

Walls and fencing are allowed up to the adjacent public right-of-way or adjacent property line for residential uses.

- a. Walls made of durable material may be up to 1.2 metres tall.
- b. Fences may be up to 2 metres tall.
- c. The total height of a fence on top of a wall may not exceed 2 metres.

## 3.7 Park Frontages

Parks are important community amenities and the edge condition they have with adjacent sites is important. How parks are framed affects their aesthetic. The objective of these policies is to promote edges to parks and open spaces that are visually complementary and that provide a sense of security.

### General Park Frontage Policy

#### 3.7.1

These policies apply to all sites adjacent to parks and open spaces as shown on Map 1: Land Use Concept. All Park Frontages are subject to the following general policies:

- a. Building massing should minimize shading where possible.
- b. Buildings should include windows/openings that will enable visual surveillance/eyes on the park.
- c. If there is landscaping along the frontage, the site should be landscaped to enable visual permeability between the development site and the park.

### Abutting Sites

#### 3.7.2

Park Frontages where a development site directly abuts the park or open space (shares a property line) are subject to the following general policies:

- a. All walkways and other infrastructure associated with at grade access (i.e. site lighting) should be located on the development site.

- b. The adjacent site should have amenity spaces in close proximity to adjacent parks in order to enhance activity in and around the park.
- c. The adjacent site should be landscaped to clearly define the property line between the park and site either through appropriate fencing or other landscaping treatments.
- d. Buildings should be sufficiently setback from the shared property line or designed in a manner that will mitigate building code conflicts (i.e. limiting distance).

### Laneway Interface Sites

#### 3.7.3

Park Frontages where a development site is across a laneway from a park or open space are subject to the following general policies:

- a. Relocating or burying utility lines is encouraged.
- b. Waste areas should be enclosed and/or screened.
- c. Planting large, deciduous tree species is encouraged.
- d. For low density residential development (houses, duplexes, rowhouses and townhomes):
  - i. Laneway homes are encouraged.
  - ii. Hedges in front of fences are encouraged where fences are built.
- e. For multi-residential (low to high-rise buildings), commercial and institutional development:
  - i. Underground, garage-door enclosed parking is encouraged.
  - ii. Ground-level units are encouraged to have individual access points to the alley.

### Sites Across a Street

#### 3.7.4

Park Frontages where a development site is across a street from a park or open space should not have vehicular access points off of the street that faces the park unless other access points are not available.

# Urban Design

## 3.8 Placemaking and Building Character

Key features and focus areas should be used to create clearly identified spaces and reinforce the character of the Plan Area. Unique physical characteristics and the civic roles of special places, as defined below, will be protected and enhanced through regulation, design guidelines and streetscape improvements, particularly when development and civic improvements are proposed.

### Inglewood

#### 12 Street S.E.

##### 3.8.1

12 Street S.E. is a broad street with a distinct building and landscape character. It connects The Calgary Zoo in the north to the community of Ramsay in the south through the underpass at Inglewood-Ramsay Station. The following policies apply to this corridor:

- a) Outdoor seating and small pockets of public places integrated with the sidewalk for merchant displays and gatherings may be allowed, where feasible.
- b) Canopies and weather protection elements are encouraged along retail street fronts.
- c) Planting of deciduous street trees is encouraged.
- d) Maintaining an unobstructed view to landmarks (e.g., LRT station) and community gateways is essential to highlight the importance of 12 Street S.E.



Figure 15: 11/12 Street S.E. at the underpass

### Gateways

##### 3.8.2

Five locations are identified as gateways to the community of Inglewood: the 9 Avenue S.E. Bridge, the Zoo Bridge (12 Street S.E. Bridge), the 12 Street S.E. underpass, the Blackfoot Trail S.E. underpass and 17 Ave S.E. near the Bow River. The following policies apply to these gateways:

- a) Developments in the vicinity of a gateway should include quality design and amenity spaces for public use, with distinctive form and architecture, to act as landmarks for the community.
- b) Taller buildings may be allowed at these locations.
- c) Blank walls are discouraged in the vicinity of a gateway. Murals, vegetation and art features to animate the public realm may be accepted as alternatives.
- d) The lighting of an underpass structure is a key element in achieving the desired design impact and lighting and public art elements should be incorporated into proposed structures at gateway



locations. In addition, lighting elements forming a “light path” should be embedded into the sidewalk surface, stairwells and ramps.

- e) The design of identifiable elements that function as a terminus for the gateways are encouraged.
- f) Existing public art features at the gateways are encouraged to be retained.
- g) The finishing materials, colours and patterns of the underpasses as well as the developments adjacent to them should be visually enhanced as gateways.
- h) Integrate existing landscaping features into the overall public realm and landscaping design.
- i) Interior and exterior stairs, elevators and ramps may be required to address the grade differences between the sidewalk and the natural grades. A combination of sloped or stepped landscaping and retaining walls of adjacent properties is encouraged.

## Ramsay



Figure 16: The LRT tracks will be elevated through most of Ramsay

## Transit Plaza

### 3.8.3

The design of transit plazas at the Inglewood/Ramsay and 26 Avenue S.E. LRT stations should complement the character of the community through high-quality materials and iconic features, and should provide safe, clear and efficient pedestrian connections to the surrounding areas. The intent of these policies is to provide guidance on the composition and elements included in transit plazas.

- a) A transit plaza should include the following features:
  - i. waiting areas, including covered areas, that provide adequate seating, a pleasant waiting experience and allow for gathering space;

- ii. design elements that provide a cohesive link between the transit plaza and adjacent pedestrian network;
  - iii. soft and hard landscaping elements;
  - iv. public art;
  - v. heated waiting area;
  - vi. large tree species plantings;
  - vii. lighting, security and surveillance;
  - viii. opportunities for temporary kiosks and vendors;
  - ix. unique pavement treatments;
  - x. flexible space that allows for programming in alignment with community needs;
  - xi. wayfinding for pedestrians and cyclists through elements such as pavement treatments and clear signage; and
  - xii. bike facilities.
- b) The transit plaza's design should be unique, reflecting the neighbourhood's unique character and acting as a community gateway.
  - c) Universal design standards should be followed in all transit plaza elements.
  - d) New development adjacent to or in close proximity to the transit plaza should have at-grade retail that faces it.
  - e) New development adjacent to or in close proximity to the transit plaza should address it through building articulation and/or small gathering spaces.
  - f) Direct access shall be provided for cyclists from adjacent bicycle infrastructure to bicycle parking provided at the transit plaza.

#### 3.8.4

Development of parcels adjacent to the Green Line LRT right-of-way should be designed to create pedestrian connections, provide public amenity spaces and incorporate vegetation and trees.

#### 26 Avenue S.E.

#### 3.8.5

A hierarchy of built form to enclose space and create focal points is encouraged.

#### Hurst Road and Adjacent Properties

#### 3.8.6

Hurst Road is a major pedestrian connection. As such, it should be treated as a public space that can change purposes depending on the time of day, day of the week and month of the year. The public realm on Hurst Road should:

- a) feature a variety of programming;
- b) provide seating areas with natural features; and
- c) be accessible to all users.

# Future Comprehensive Plan Areas

## 3.9 Future Comprehensive Plan Areas

There are four Future Comprehensive Plan Areas in the Plan Area (refer to Map 1: Land Use Concept for the location and boundaries of each one). In the Developed Areas Guidebook, only the policies in the Future Comprehensive Plan Area Land Use Category section related to application requirements are applicable to all of these sites.

The policies below for the Future Comprehensive Plan Areas provide guidance for a future planning process that will result in an amendment to this Plan to show the layout of the policy categories that will apply to these sites. Comprehensive planning is required for these areas. Proposed development on each site should be guided by an Outline Plan or equivalent type of site plan to establish the land use layout, street pattern and development character.



Figure 17: The Calgary Brewing and Malting Company will comprehensively redevelop over time

### 3.9.1

#### Area A: Calgary Brewing and Malting Company Site and Rail District (Brewery/Rail District)

This area allows for comprehensively designed residential and mixed-use development while enabling compatible light industrial uses. Development in this area should respect the heritage character of the community and encourage preservation of the existing evaluated historic resources.

##### a) Composition

- i. The lands adjacent to 9 Avenue S.E. and 15 Street S.E. that contain the original Calgary Brewing and Malting Company building are intended to accommodate Mixed Use – High Density development, with compatible light industrial uses.
- ii. The balance of the site is intended to accommodate Neighbourhood – High Density and Neighbourhood – Mid Rise, with an interface of Neighbourhood – Mid Rise adjacent to 17 Avenue S.E.

##### b) Community – High Density development within Future Comprehensive Plan Area A should meet the following criteria:

- i. Incorporate a mix of commercial, institutional, light industrial and residential uses;
- ii. incorporate ground-floor retail uses along the interface with 9 Avenue S.E.; and
- iii. allow for amenity spaces, which could be in the form of plazas and outdoor cafes, and public gathering spaces that should allow for programmed activities throughout the year.
- iv. incorporate design solutions to mitigate noise, vibration and visual impact from the heavy rail;

##### c) Neighbourhood – High Density Supplemental Policies

- i. Neighbourhood – High Density development within the Future Comprehensive Plan Area should incorporate design solutions to mitigate noise, vibration and visual impact from the heavy rail.

- d) Development design should consider incorporating publically accessible open space along 9 Avenue S.E. and allow for the integration of innovative parking solutions.

### 3.9.2

#### Area B: Blackfoot Truckstop

This planning area is shown on Map 1: Land Use Concept and encompasses the Blackfoot Truckstop site. A large portion of this site is within 600 metres of the BRT Station. This site is currently used as a gas station and diner. This site will eventually transition to transit-oriented development. A future comprehensive planning process will determine the building blocks and site layout for this site. This must happen prior to a redesignation of the site. The planning process will be led by the applicant and will balance the objectives of transit oriented development with the input received from the community over the course of a meaningful engagement process.

### 3.9.3

#### Area C: Dominion Bridge Planning Area

This planning area is shown on Map 1: Land Use Concept and encompasses a wider area than the most notable site within it: the Dominion Bridge site. A large portion of this site is within 600 metres of the future 26 Avenue S.E. LRT Station. This site is currently used for various light industrial uses (including Stamped Back of House operations). These uses will persist on portions of the site while other portions will develop as a mixed-use area with residential and commercial being significant components. A future comprehensive planning process will determine the building blocks and site layout for this site. This must happen prior to a redesignation of the site. The planning process will be led by the applicant and will balance the objectives of transit oriented development with the input received from the community over the course of a meaningful engagement process.

### 3.9.4

#### Area D: Stockyards

A wide range of residential, retail, commercial and light industrial uses are considered appropriate for this site, shown on Map 1: Land Use Concept. Future redevelopment of the Stockyards should be predominantly residential, with this land use forming approximately 60 to 80% Floor Area Ratio (FAR) of the development on the site. Development should incorporate design solutions to mitigate noise, vibration and visual impact from the heavy rail to the east. Site design should consider a transition zone between light industrial uses and adjacent residential developments that encourages a scaling down in building height, form and massing.

A future comprehensive planning process will determine the building blocks and site layout for this site. This must happen prior to a redesignation of the site. The planning process will be led by the applicant and will balance the objectives of transit oriented development with the input received from the community over the course of a meaningful engagement process.



## Building Blocks – Supplemental Policy

The Building Blocks are policy categories within the Developed Areas Guidebook that have different ranges of heights, densities and uses. Combined, they encompass most of the development that the established areas experience. Supplemental policy has been added below where the policy in the Developed Areas Guidebook either allows for things that are undesirable in the local context or where more guidance is needed to ensure that development meets community-specific objectives.

### 3.10 Community - High-Density

Community - High-Density areas are intended to facilitate high intensity residential and mixed-use development with large scale residential and non-residential uses. When redevelopment is proposed within these areas, the policies of the Developed Areas Guidebook apply.

### 3.11 Community – Centre

Community - Centre areas are characterized by a fine grain network of streets, wider sidewalks to encourage pedestrians, active streets and buildings set close to frontages to support higher levels of commercial and residential intensity. When redevelopment is proposed within these areas, in addition to the policies of the Developed Areas Guidebook, the following policies apply:

#### Large Format Retail

##### 3.11.1

Large format retail or commercial establishments should be discouraged within the Community – Centre areas, except for uses such as supermarkets, pharmacies and other similar uses that provide various daily goods and services for residents. Large format retail as part of a vertically mixed development with structured parking is acceptable.

#### Hampstead Hill

##### 3.11.2

Development on Hampstead Hill should:

- Respect and enhance the unique characteristics of Hampstead Hill and take advantage of the location overlooking Ramsay and Calgary's city centre.
- Incorporate the west side of the 26 Avenue S.E. LRT station transit plaza into the site design, tying into the design of the east side.
- Include direct, convenient, accessible active modes connections through the site, connecting to the 26 Avenue S.E. Green Line LRT station.
- Carefully consider the grade changes of the site to ensure active pedestrian realm on 26 Avenue S.E. and active modes access to 26 Avenue S.E. Station.



**Figure 18: Community - Centre areas will be a catalyst for area redevelopment**

### 3.12 Community – Mid-Rise

Community – Mid-Rise areas provide opportunities for mid-rise, high-quality mixed-use development. When redevelopment is proposed within these areas, the policies of the Developed Areas Guidebook apply.

### 3.13 Neighbourhood – Low-Rise

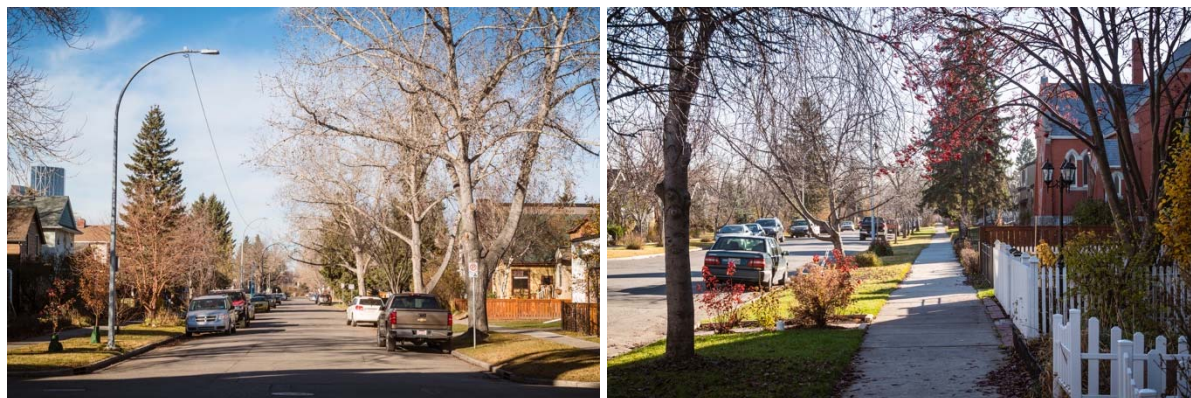
Neighbourhood – Low-Rise areas are intended to provide compact, low-rise development. When redevelopment is proposed within these areas, the policies of the Developed Areas Guidebook apply.

### 3.14 Neighbourhood - Limited

Neighbourhood - Limited areas are intended to be the stable residential areas in the Plan Area. When redevelopment is proposed within these areas, in addition to the policies of the Developed Areas Guidebook, the following policies apply:

#### 3.14.1

Respect and reinforce the essential elements of the neighbourhood structure and historic character.



*Figure 19: Neighbourhood - Limited areas will experience moderate intensification*

## Rowhouses

### 3.14.3

- a) Rowhouses are supported within the Neighbourhood - Limited areas subject to the policies in this section.
  - i. Rowhouse development should facilitate the protection of Character Homes.
  - ii. When a property contains a Character Home and the heritage components of the structure are being protected through bylaw or agreement, the parcel may be redesignated to allow for additional units.
  - iii. A property that contains a Character Home as of the date of adoption of this Plan should not be redesignated to allow for higher intensity development if the heritage structure has been demolished.
- b) Rowhouse development locations.
  - i. Rowhouses must have access to a laneway, and vehicular access may only be provided off of the laneway. Rowhouses shall have their primary entrance onto the public street.
  - ii. Rowhouse developments should contain no fewer than four rowhouses.
- c) Rowhouse structure attributes.
  - i. Rowhouses should be no more than 2.5 storeys in height or 9 metres, whichever is less. The floor area of the upper half storey of a 2.5 storey building shall not exceed 50 percent of the structure's second storey floor area.
  - ii. Rowhouses are encouraged to avoid locating windows in a manner that would allow for overlooking of adjacent properties. Where this cannot be avoided, translucent glazing is encouraged.
  - iii. Rowhouses should have the same orientation as is common of other residential units on the block where they are located.
  - iv. Where the proposed building depth significantly exceeds that of the neighbouring homes, a sun shadow study and/or a massing model may be required to assess how the proposed development will impact neighbouring properties.

## Character Homes

### 3.14.4

For the purpose of this plan, "Character Home" means: a duplex dwelling, semi-detached dwelling, or single-detached dwelling constructed prior to 1945 and existing as of the date of adoption of this plan, with photographic evidence that and which:

- a) maintains both original:
  - i. form, scale, massing and roof profile – additions / extensions are permissible if they are subordinate and compatible with the original portion of the building; and
  - ii. fenestration (window pattern and openings) – at least 50% of the fenestration on the main facade must be original (excluding porch glazing, if applicable)
- b) and must have one of the following\*:
  - i. original cladding or cladding of a historical nature which has gained heritage value in its own right; or
  - ii. a majority of original exterior finishes, comprising 2 or more of the following checklist items:
- c) a majority of window sashes;
- d) soffits; exposed rafters and/or beams (if applicable);
- e) front door /or doorway assembly; and/or
- f) front porch (if applicable) with majority of original finishes including piers, columns, balustrades, entablature mouldings; enclosure of the porch with glazing does not diminish the integrity of this element if the majority of other original finishes remains in place and the glazing is of a compatible historical appearance.
- g) and cannot feature:

- i. Elements which have been added which have a detrimental effect on the historical appearance/character of the place.

\*elements that have been replaced with historically authentic materials to match 'in kind' the type of historically authentic elements that would have originally been present on the building are substitutable for original materials

See Appendices 2 and 3 for more information about Character Homes, and a list of potential character homes in the area.

### **3.15 Stampede Back of House Area**

This area allows for the light industrial uses in support of Stampede Park related activities such as parking, loading, event staging, livestock accommodation and RV camping.

#### **Composition**

##### **3.15.1**

A wide range of light industrial and business uses, with provision for outside storage, are considered appropriate and compatible in the Stampede Back of House Area, including office, retail, recreational, public and institutional uses. For the purpose of the Stampede Back of House Area, the following uses will be considered:

- a) the production, processing, assembly or disassembly of materials associated with events and displays;
- b) the cleaning, servicing, testing, repairing or maintenance of event-related goods and equipment;
- c) the offices or workshops of employees supporting event operations;
- d) overnight accommodation;
- e) kennels and livestock accommodation, greenhouses and nurseries;
- f) the warehousing, shipping and distribution of event-related goods;
- g) research and development; and
- h) other uses that are similar and/or accessory to those listed above.

#### **Design**

##### **3.15.2**

- a) A transition zone between light industrial uses and adjacent existing residential developments that encourages a scaling down in building height, form and massing should be considered.
- b) Stampede Back of House Area uses should:
  - i. address both streets if located at an intersection; and
  - ii. create a pleasing pedestrian interface through the use of architectural elements designed to create delineation, reducing the perceived massing of a proposed building at street level when adjacent to transit routes, streets, residential areas and/or open amenities.
- c) Outdoor storage areas should be appropriately screened to minimize their visual impact on adjacent public and residential areas.
- d) Small-scale uses and studio spaces should be encouraged on smaller parcels in this area.

#### **Office Uses**

##### **3.15.3**

- a) Higher-intensity office uses, employment-related uses and stand-alone office buildings should be located as close as possible to major transit routes, arterial streets and/or open space amenities.



- b) Create a pleasing pedestrian interface through the use of architectural elements designed to create delineation, reducing the perceived massing of a proposed building at street level when within an interface area.



*Figure 20: The downtown skyline from Scotsman's Hill*

### **3.16 Industrial and Rail Lands**

Inglewood is one of the few communities in which residential and industrial development are in close proximity to one another. The industries benefit from the central location of the community within the city or are dependent on their proximity to the CP rail yards. Many of the industrial facilities were built several decades ago, when environmental and aesthetic standards were different. As a result, the industries and the CP yards impose some negative impacts on the residential portion of the community. In addition to the policies of the Developed Areas Guidebook Employment – Industrial, the following policies apply to the Industrial and Rail Lands:

#### **3.16.1**

##### **Industrial–Neighbourhood Interface**

- a) The nuisance impacts of industrial development on the residential portions of the community should be minimized through development applications.
- b) Industrial redevelopment will be held to higher aesthetic standards at any interface with non-industrial uses as well as higher nuisance mitigation and safety standards will be applied.
- c) The environmental impact of area industries should be monitored and reduced where possible.
- d) Industries are encouraged to clean up and rehabilitate their sites.

#### **3.16.2**

##### **CP Rail Yard**

Rail operations present a challenge to nearby communities. These challenges stem from noise, vibration and odours associated with 24-hour operations, transport of hazardous goods and rail yard traffic blocking roads for long periods of time.

- a) Methods to reduce the negative impacts of rail operations are encouraged.

- b) CPR is encouraged to upgrade its right-of-way through the community by landscaping, removing scrap dealers, removing refuse, etc.
- c) Rail spur lines should be removed wherever possible.



*Figure 21: Railway infrastructure exists through the Plan Area*

# Community Amenities and Facilities – Supplemental Policy

## 3.17 Community Amenities and Facilities

Community services, amenities and facilities provide care, culture, education, recreation and protection to people who live, work and play in the community. The private sector, public sector, non-profit agencies, charities and partnerships can all play a role in the ownership and operation of community facilities and services. The Developed Areas Guidebook contains additional policies pertaining to community services, amenities and facilities.

### Integrated Community Facilities and Civic Spaces

#### 3.17.1

As population within the Plan Area increases, increased demands for use will be placed on community assets. These places will need to do more with the same site area. To accomplish this, community facilities and civic spaces will need to be multi-functional.

- a. As part of the redevelopment process of community facilities and civic spaces, the primary user is strongly encouraged to form partnerships with other organizations that may be able to offer complementary programming on-site.
- b. New community facilities and civic spaces should have more than one primary function (e.g. schools could have adult evening classes and after-school care as well as allowing for other users to utilize indoor and outdoor spaces). This policy applies to:
  - i. Community Association sites;
  - ii. School sites; and
  - iii. Emergency response stations.

### Community Association Sites

#### 3.17.2

Community Association sites are important features of great communities. Connections between each Community Association site and the transit-oriented development around nearby LRT or BRT Station sites should be facilitated via direct multi-modal routes between the locations, reducing or eliminating physical barriers along the way.



Figure 22: The Ramsay Community Association building

## Care Facilities

### 3.17.3

A broad range of care facilities is an important element of a complete and inclusive community. Care facilities are encouraged pursuant to the policies of the Developed Areas Guidebook and other relevant policies.

## School Sites

### 3.17.4

Schools have traditionally been the institutional, recreational and social focus of a community. The co-use of school sites as venues for community programs and services is encouraged.



*Figure 23: Colonel Walker School*

## Emergency Services Safe Communities

### 3.17.5

Emergency services safe community design principles should be applied throughout the Plan Area. An emergency services safe community promotes and maintains safe and healthy behaviours, supports effective emergency responses and offers protection to people and their property. An Emergency Response station may be located within the Plan Area as shown on Map 1: Land Use Concept.



## 4 Open Space and Parks

A liveable community requires the provision of adequate open space and recreation facilities. The Plan Area contains many active and passive open space sites, as well as natural escarpment and riverine environments. The confluence of the Bow and Elbow Rivers, an important corridor of wildlife and natural habitat, forms the west and north boundary to the Plan Area. Each of these parks and open space facilities contribute to the quality of life in the community. The objectives of the open space network are as follows:

- a) Ensure that an appropriate level of open space is maintained, commensurate with City standards.
- b) Maintain and enhance the quality of existing open space.
- c) Encourage better use of and accessibility to available facilities and resources.
- d) Protect and preserve environmentally sensitive areas for the benefit, use and enjoyment of residents.
- e) Maintain and improve facilities that serve the community's recreational needs.

### 4.1 Open Space Network

In addition to the Developed Areas Guidebook policies on parks and natural areas, the following shall apply:

#### 4.1.1

Parks and open spaces are shown on Map 6: Open Space.

#### 4.1.2

Projects involving parks and open space facilities should be developed according to a park master plan. In planning and capital projects involving parks and open space facilities, the community and its representatives should be consulted.

#### 4.1.3

Recognize that the ample Regional Park assets within the Plan Area should in no way inhibit the acquisition of more community open space. Existing open spaces and recreational facilities should be protected to ensure community needs are met.

#### 4.1.4

Maintain, and where possible, enhance access and connections to the existing Regional Pathway system.

### River Access

#### 4.1.5

Formalized river access is an important element in supporting the recreational needs of Calgarians and promoting education and tourism. River access locations identified in the Calgary River Access Strategy and identified on Map 6: Open Space should be developed to ensure these formalized access points are available to Calgarians.

- a) Development of formal river access points should minimize negative impacts to the Bow and Elbow Rivers and associated riparian areas
- b) Amenities included with each river access location are subject to site specific design, but generally should be in accordance and align with the improvements noted in the Calgary River Access Strategy.

## City-Owned Lands

### 4.1.6

With respect to City-owned sites along the northeast edge of Ramsay, The City should ensure these vacant sites are maintained as a safe and attractive buffer space between neighbourhood uses and rail corridors. Following the initiation of Green Line LRT service, some of the lands shown as City-Owned Lands on Map 6: Open Space may be deemed unnecessary for Green Line LRT purposes. The City will evaluate City-Owned Lands after construction/operation of Green Line LRT to determine potential use.

## Hampstead Hill

### 4.1.7

A public park within the Hampstead neighbourhood (see Map 2: Communities and Neighbourhoods) should be provided upon development of the lands for residential use. The design and location of this park will be further investigated at the outline plan / land use phase of development.

Upon redevelopment of the lands, a park within the Hampstead region should:

- a) Capitalize on urban viewscales
- b) Carefully consider grading conditions to ensure a functional, programmable park space.
- c) Include ample street frontage to ensure a high degree of visibility within the park

## 4.2 Parks

In addition to the Developed Areas Guidebook policies on parks and natural areas and any park master plan, the following shall apply:

## Enmax Park

### 4.2.1

Enmax Park comprises about 12 hectares of land, located in the northwest portion of Ramsay. The lands are owned by The City of Calgary and subject to a lease agreement with the Calgary Exhibition and Stampede. Enmax Park is intended for public use and Calgary Exhibition and Stampede functions. Enmax Park includes event facilities, temporary exhibits, naturalized open space, picnic sites and the Elbow River pathway system.

- a) A safe, direct and alternate route of the Elbow River pathway shall be available through Enmax Park at all times except when it is closed due to event functions.

## Inglewood Bird Sanctuary

### 4.2.2

The Inglewood Bird Sanctuary is comprised of about 36 hectares of land, located in the southeast portion of Inglewood. The sanctuary is a unique and valuable park asset, providing habitat protection for many migratory bird species, mammals, and plants. The area is open to the public, with pathways and educational interpretive features throughout. The sanctuary contains the Nature Centre, an outdoor learning centre, and the Colonel Walker House.

## Inglewood Wildlands

### 4.2.3

Inglewood Wildlands is comprised of about 34 hectares of land in the southeast portion of the Plan Area. As a former Petro-Canada refinery site, the land is contaminated and a site reclamation program is presently being undertaken by Petro-Canada, in consultation with Alberta Environment. However, the park will be available for public use while on-site well installations continue to operate, as reclamation and monitoring activities continue.

## Pearce Estate Park

### 4.2.4

Pearce Estate Park is comprised of about 21 hectares of land that lies in a curve of the Bow River as it flows southeast past downtown. It contains a 15 hectare reconstructed wetland, the Sam Livingston Fish Hatchery, the Bow Habitat Visitor Centre, and the Bow Passage Overlook. Other features of the park include pathway and trail networks, ponds and streams, a playground, and various picnic sites.

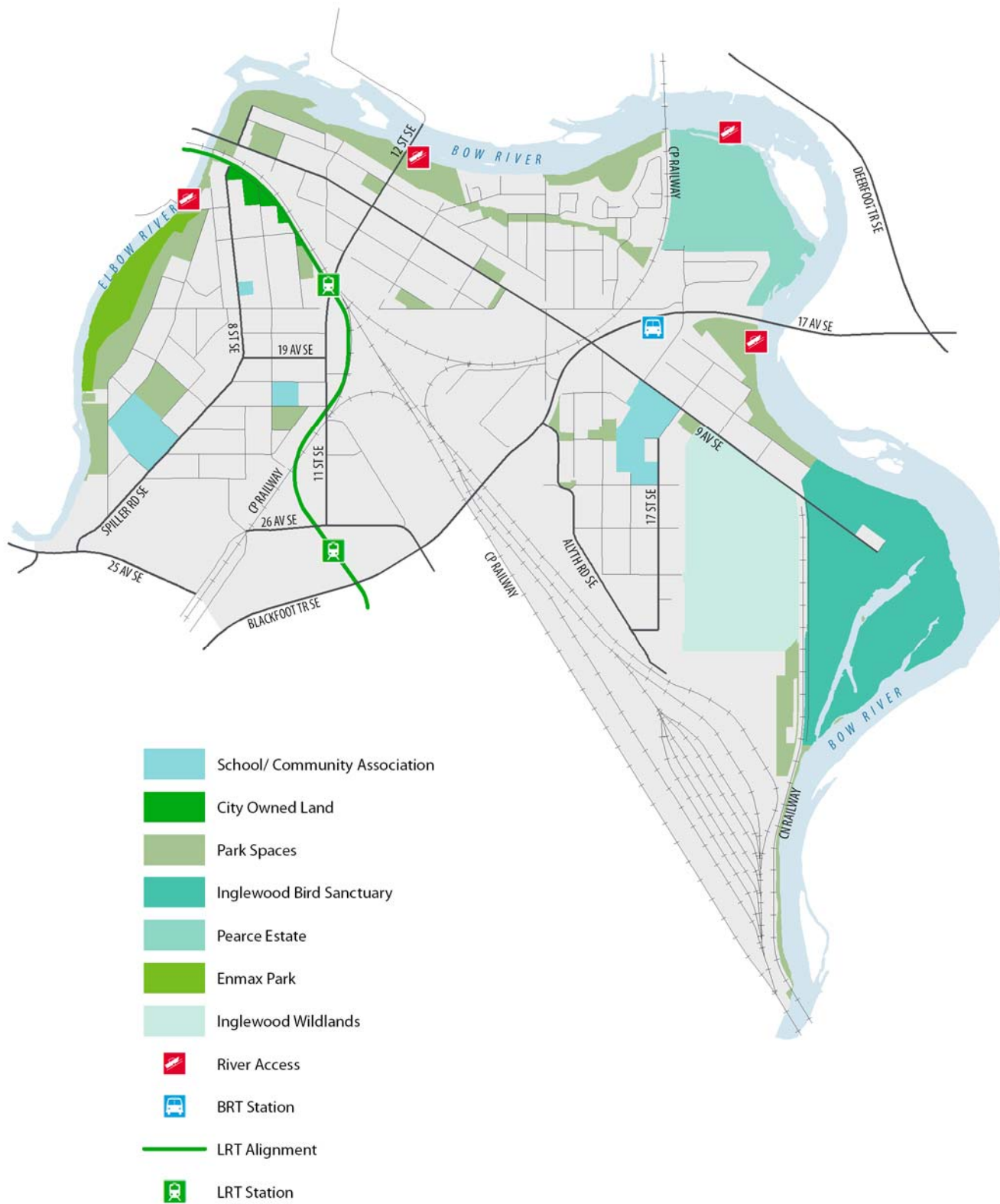
Development adjacent to Pearce Estate Park shall be sensitively interfaced and transitioned into the naturalized area, while activating the park and minimizing shadow impacts. The integrity of the south boundary of Pearce Estates Park shall be protected through measures including but not limited to:

- a) minimizing shadow impacts on the park;
- b) activating building frontage adjacent to the park;
- c) providing a landscape buffer in order to transition from the private development to the park; and,
- d) avoiding the intrusion of inappropriate road alignments past or through it.



Figure 24: The Plan Area contains regionally-significant parks

**Map 6: Open Space**



# 5 Mobility

The mobility system envisioned for the Plan Area will encourage sustainable modes of transportation and provide a highly connected network of paths, streets and transit routes.

## 5.1 Pedestrian Circulation

The intent of these policies is to provide a safe and accessible pedestrian environment for people of all ages and abilities.

### Location and Features

#### 5.1.1

The future pedestrian circulation network should adhere to Map 7: Pedestrian and Cycling Network. Regional pathways that are not yet established only indicate required connections and do not delineate exact routes.

#### 5.1.2

Redevelopment of the area along 11/12 Street S.E. linking Inglewood and Ramsay and the future Green Line station will require the construction of a pedestrian crossing in the underpass of the CP bridge and the future Green Line. This pedestrian connection will be designed to provide a pleasant and safe experience for users at all times of day and in all weather conditions.

### Public Realm

#### 5.1.3

The crossings (crosswalks) shown on Map 7: Pedestrian and Cycling Network should incorporate the use of distinctive pavement treatments that may include enhanced paint markings and differentiated paving materials to enhance crossing visibility. These treatments should enhance accessibility for users of all abilities and ages.

#### 5.1.4

The pedestrian network in the community should provide wider sidewalks and/or buildings set back from the property line to allow for additional pedestrian movement and activity.

### Circulation

#### 5.1.5

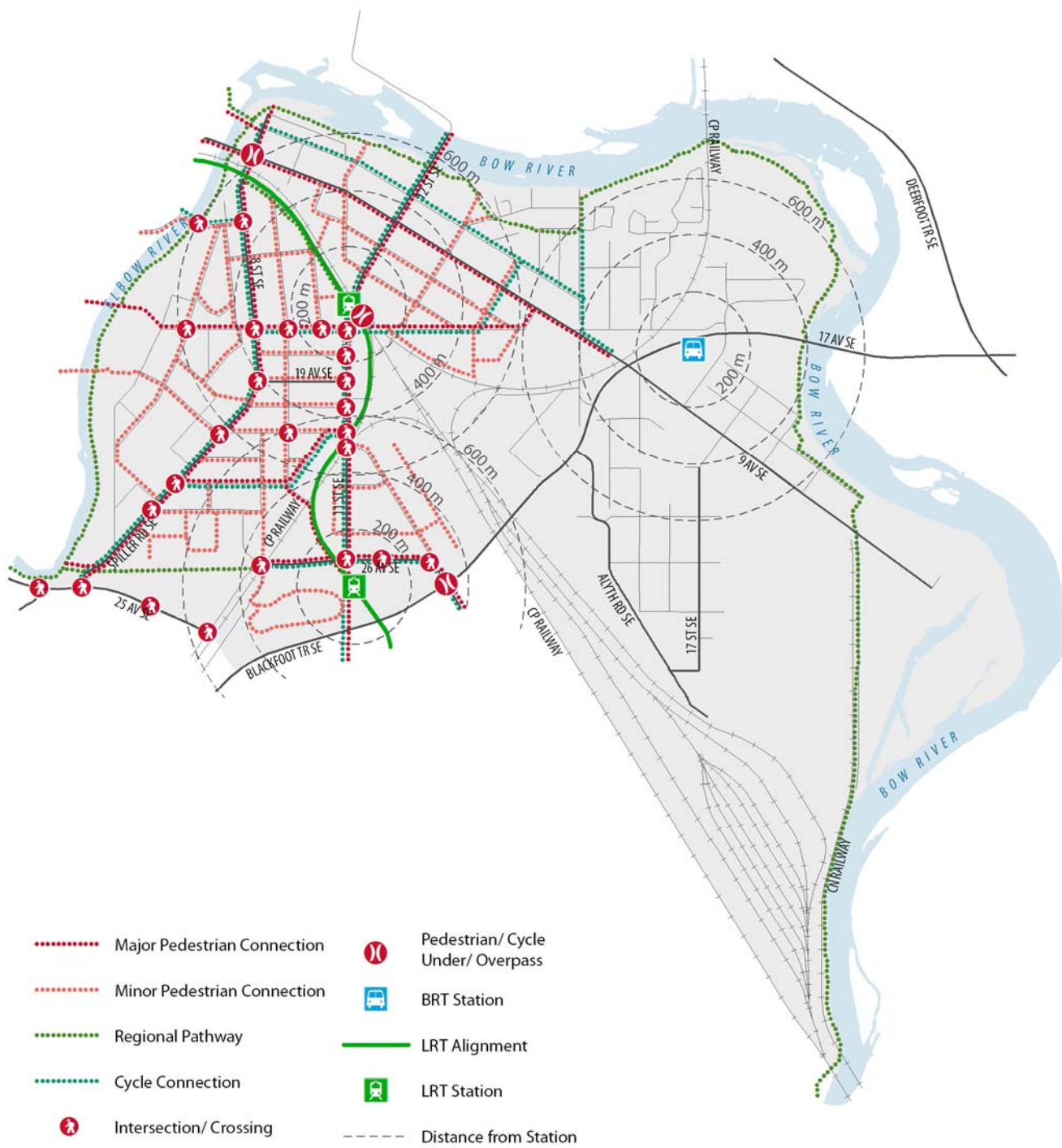
Special consideration for pedestrian safety and the provision of direct pedestrian connections shall be made at the following locations:

- a) Streets adjacent to the transit hub stations, transit plazas and other transit services and infrastructure;
- b) the underpass on 11/12 Street S.E. under the CP rail line and LRT trackway;
- c) Blackfoot Trail S.E. and 19 Street S.E. intersection;
- d) Blackfoot Trail S.E. overpass of 9 Avenue S.E.;
- e) 9 Avenue S.E. and 15 Street S.E. intersection;
- f) 17 Avenue S.E. crossing of CPR;
- g) Dartmouth Road S.E. and 26 Avenue S.E. roundabout;
- h) Spiller Road S.E. and 25 Avenue S.E. intersection;
- i) 11 Street S.E. and 21 Avenue S.E. intersection;
- j) Blackfoot Trail S.E. and Ogden Road S.E. intersection;



- k) 11 Street S.E. and 26 Avenue S.E. intersection;
- l) Portland Street S.E. and 11 Street S.E. intersection;
- m) 11 Street S.E. and CP rail intersection;
- n) 26 Avenue S.E. and Portland Street S.E. intersection;
- o) barriers such as CPR;
- p) Blackfoot Trail S.E. and any future interchanges; and,
- q) connections to river pathways.

## Map 7 | Pedestrian and Cycling Network



## 5.2 Cyclist Circulation

The intent of these policies is to provide cycling infrastructure and connections that will encourage local trips by bicycle and link to the larger pathway network and destinations throughout Calgary.

### Location and Features

#### 5.2.1

Cycling facilities should be provided at destinations in the Plan Area, including the transit plazas, bus stops and entrances to parks and open spaces.

### Public Realm

#### 5.2.2

Wayfinding and signage for cyclists shall be provided throughout the Plan Area to destinations within and beyond the Plan Area. This signage may be required as part of a Development Permit application where the site location is ideal for such signage.



*Figure 25: The Bow River Pathway is cherished by Calgarians.  
Pedestrians and cyclist access at the 11/12 Street S.E. underpass will be improved*

## 5.3 Transit Network

The intent of the transit network is to facilitate the seamless integration of the Green Line LRT into the community and to allow transit to be a logical choice for people wanting to move around the city.

### Location and Features

#### 5.3.1

Transit routes will be generally located as shown on Map 8: Transit Network. Exact routes and stop locations will be refined through development applications or through the redesign of existing routes.

- a) Two Green Line LRT stations are planned for the Plan Area. One is planned to be a bridge station crossing 11/12 Street S.E. just south of the existing CP bridge with access provided to the station on the east and west sides of the bridge. The other is planned south of the intersection of 11 Street S.E. and 26 Avenue S.E. Access will be provided primarily from 26 Avenue S.E.
- b) The 17 Avenue S.E. Bus Rapid Transit (BRT) is planned in the area and there will be stations to serve the community. Currently the alignment of the BRT route uses bus and bike only lanes on 9 AV S.E. in Inglewood. In future there is opportunity to integrate a 17 Avenue S.E. BRT station with a Green Line station. Any integrated station for 17 Avenue S.E. BRT and Green Line LRT is expected beyond the RouteAhead timeframe. Eventual conversion of the 17 Avenue S.E. BRT to rail is envisioned beyond RouteAhead.
- c) Transit routes will be located as shown on the streets identified on Map 8: Transit Network are required to be transit supportive. Exact routes and stop locations will be refined at the applicable development stage or through the redesign of existing local routes.
- d) Province of Alberta High Speed Rail, Regional Commuter Rail and regional transit routes are planned to travel through the Plan Area.

### Public Realm

#### 5.3.2

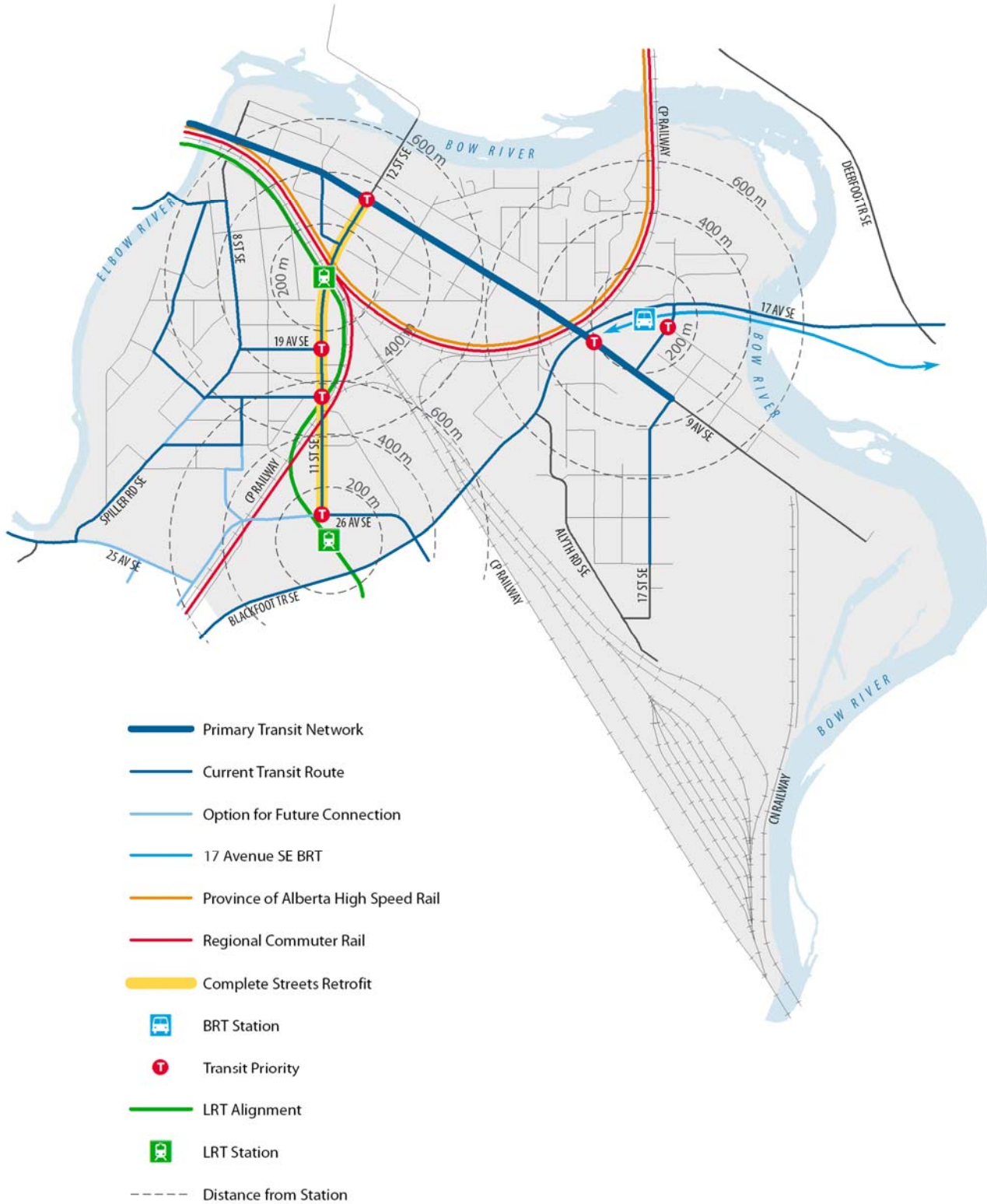
Bus stops along the Primary Transit Network should provide enhanced pedestrian waiting amenities. Regular bus stops also require appropriate waiting environment and amenities.

- a) Transfer of passengers between transit vehicles should be designed to be convenient and direct
- b) Priority Measures shall be included to ensure safe, convenient and efficient transit travel



**Figure 26:** Local redevelopment will be supported by improved Transit service

## Map 8 | Transit Network





## 5.4 Street Network

The intent of these policies is to establish a transit-oriented and development-supportive street network while allowing some components to adapt in response to changes in the wider transportation network. The street network for the Plan Area is well integrated with regional network connections and balances the needs of pedestrians, cyclists, transit and automobiles, using street cross-sections compliant with the Complete Streets Policy. While the street network is already mostly established, there are some changes that are anticipated over the time frame of the Plan, including the following:

- changes to the regional system that may affect traffic volumes on streets within the Plan Area;
- new streets in the vicinity of the future 26 Avenue S.E. Station that will provide access to redevelopment areas; and
- changes to the function and components of higher-capacity streets.

Inner city communities were developed long before the population and vehicle ownership levels of today. As the priority in Inglewood is to encourage new residential development, there will likely be situations in which the traffic generated by proposed developments would exceed street capacity guidelines, but streets intended to have active frontages will not be expanded to accommodate the extra vehicles. Congestion will, of course result, and it will be self-limiting. This Plan accepts the inevitable congestion on the street, and The City will not undertake actions to reduce it through drive lane expansion.

### Location and Features

#### 5.4.1

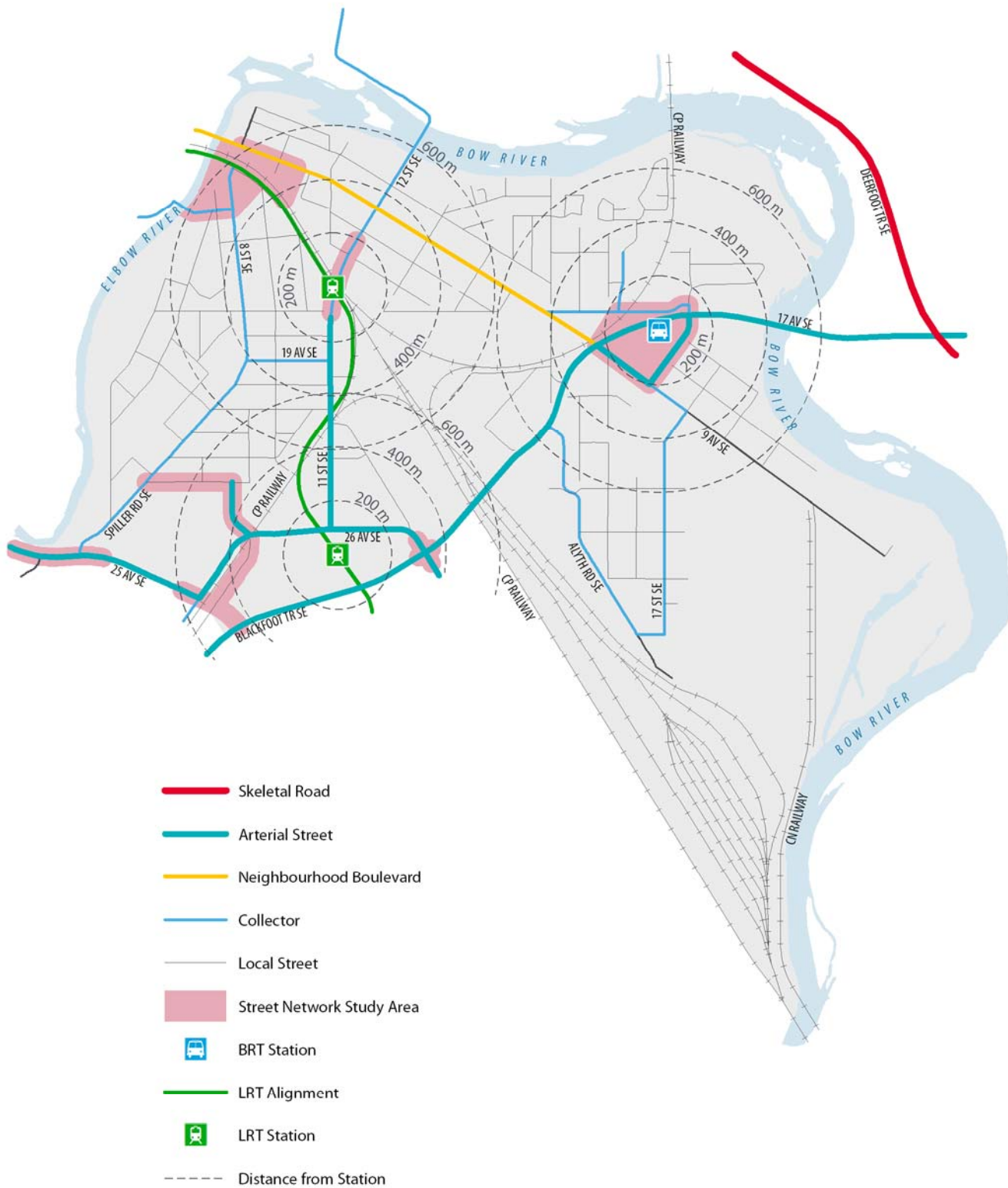
- a) The street network should be located as shown on Map 9: Street Network.
- b) Expansion of 9 Avenue S.E. to accommodate extra vehicular traffic will not be allowed.
- c) Any new streets established as a part of a redevelopment application should be well connected to the existing network.
- d) New local streets will be established as part of a land use amendment and/or outline plan process without requiring an amendment to this Plan.
- e) Neighbourhood street network classifications shall comply with the Residential Street Design Policy.
- f) Principles of the Complete Streets Policy shall be applied when reconfiguring existing streets and designing new ones.
- g) Direct pedestrian, cycling, vehicular and transit connections should be provided between Inglewood and Ramsay along the 12 Street S.E. / 11 Street S.E. alignment.
- h) 11 Street S.E. will be designed to support the future commercial developments that abut it. On-street parking will be provided, where possible.
- i) Bicycle lanes should be relocated if there is a trade-off between providing either on-street parking or bicycle lanes.
- j) New development along 11 Street S.E. should provide primary building entrances fronting onto the public street if on-street parking is allowed. If on-street parking is not allowed, then primary entrances may be oriented towards an internal drive aisle with complete street elements (preferred) or a parking area. A secondary access must be provided facing 11 Street S.E. if the primary entrance does not front onto it.

### Street Network Study Area

#### 5.4.2

Streets within the Street Network Study Area, as shown on Map 9: Street Network, are potentially subject to classification change without requiring an amendment to this Plan, pursuant to a demonstrated need based on regional network adjustments, documented in a transportation analysis; and, consultation with affected landowners.

## Map 9 | Street Network



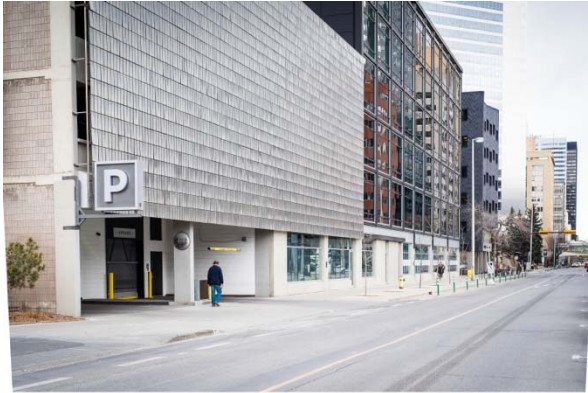
## 5.5 Parking Framework

Access to and organization of parking and internal drive aisles affect the efficiency and safety of pedestrian, cyclist and vehicle traffic. These parking policies have as their primary goal the stimulation and facilitation of new retail development. Stimulating new development by allowing off-site parking and/or LUB relaxations has the potential to create overspill parking. New retail development with a parking problem is much preferable to a deteriorated auto-oriented strip with no parking problem.

### Location and Features

#### 5.5.1

- a) Reductions to parking requirements may be considered where impacts to overall parking demand can be demonstrated to be minimal and are supported by a parking study.
- b) Minimum and maximum parking requirements may be evaluated on a site-by-site basis without a precedent-setting implication.
- c) Front yard parking in new developments and direct vehicular access to 9 Avenue S.E. should not be allowed as they are disruptive to a pedestrian-oriented streetscape. Front yard parking is prohibited between 8 Street S.E. and 14 Street S.E. along 9 Avenue S.E. Rear lane access to commercial properties will be allowed.
- d) Developing parking on appropriate portions of the CP rail right-of-way is encouraged.
- e) Parking relaxations should be granted where historic buildings are being protected.



*Figure 27: Effective parking control is important as the community intensifies*

## 6 Infrastructure and Environment

This section contains policies to guide the development of the utilities necessary to service the Plan Area. Utilities distribute essential services to homes and businesses, including energy, potable water, wastewater removal, stormwater management and flood protection.

### 6.1 Energy

The parts of the Plan Area that will redevelop with higher density, mixed use development, featuring a range of residential and job intensive uses provide excellent opportunities for renewable energy deployment. District heating, combined heat, power, waste heat capture, solar thermal and solar photovoltaic, and thermal and electrical energy storage are all technology approaches that can have positive effects. Early assessment of their feasibility is key to ensuring opportunities are not missed to deploy these technologies in the Plan Area.

#### 6.1.1

A District Energy Supply Feasibility Screening Study for Future Comprehensive Plan Areas identifying the opportunity for renewable energy deployment at the neighbourhood scale should be completed as part of the Comprehensive Plan process in accordance with a scope and terms of reference provided by The City. The Study will aim to identify the potential impacts within the study area of low-carbon energy supply options on:

- a) long-term GHG emissions;
- b) long-term life-cycle energy costs or savings to energy end-users;
- c) risks to energy end-users such as reliability and quality of service;
- d) resource consumption such as electricity, natural gas or recovered waste.

#### 6.1.2

Where district energy system opportunities exist, design new buildings to be easily connectable to the district energy system by considering mechanical room location and mechanical equipment compatibility.

#### 6.1.3

Renewable and low carbon energy technologies should be included in new buildings not located within a Future Comprehensive Plan Area. A technology feasibility assessment examining viable building scale technologies where significant cooling is required should be provided in accordance with a scope and terms of reference to be provided by The City. The feasibility assessment should be provided as part of the development permit application for buildings with a floor area over 5,000m<sup>2</sup> where significant energy loads are anticipated or where significant amounts of industrial waste heat are generated. Where studies exhibit strong environmental benefit and simple payback on capital investments of less than 10 years, applicants will be strongly encouraged to proceed with these technologies.

## 6.2 Water

The City shall ensure a suitable and efficient potable water system is provided to serve the Plan Area.

## 6.3 Sanitary Servicing

The City shall ensure a suitable and efficient sanitary sewer system is provided to serve the Plan Area. To serve the full build-out of the Plan Area, completion of the Inglewood Sanitary Trunk upgrades (Phase I) is necessary.

## 6.4 Stormwater Management

The City shall provide for the design and development of a sustainable and efficient stormwater management system to serve urban development within the Plan Area and to sustain and restore riparian areas.



*Figure 28: Protecting Inglewood from flooding is an important consideration for new development*

## 6.5 Floodway

The City's policy for flood hazard mitigation aims to increase public safety, reduce private and public property damage, and enhance the city's flood resiliency.

### Background and context

#### Inglewood

The northern boundary of Inglewood is the Bow River and, as such, policies are required to mitigate river flooding and related groundwater risks. Portions of the Plan Area are subject to environmental reserve setbacks for protection of riparian zones. Flood considerations are aimed at ensuring planning processes yield development that will minimize the safety, property and environmental risks under river flood conditions while protecting the riparian function and aesthetics of the shoreline.



Large portions of Inglewood lie within the flood hazard area designated as either floodway or flood fringe (see Map 10: Flood Hazard Map). A permanent flood barrier, the Inglewood Flood Barrier, was constructed to protect much of the area from inundation from the Bow River via a low area along New Street S.E., between the 12 Street Bridge and 15 Street S.E. It plays an important role in The City's flood mitigation program. Its design, which is a combination of earth-filled barrier and concrete wall sections, was based on the Province's flood risk maps developed in 1983. It protects the area to a 1:100-year return period event based on 1983 hydrologic and hydraulic data.

According to updated 2015 hydrologic and hydraulic analysis, the Inglewood Flood Barrier will be overtopped by a 1:100-year return period event. The 1:50- and 1:100-year return period inundation areas according to 2015 data are illustrated in Map 11: Inundation Mapping. The City continues to inspect and maintain the Inglewood Flood Barrier to ensure it can mitigate to the barrier's design flow rate.

Properties along the Inglewood Flood Barrier are governed by two forms of regulation:

- Easement and Restrictive Covenant Agreement (property specific); and
- The City of Calgary's Land Use Bylaw.

To ensure the integrity of the Inglewood Flood Barrier is maintained, The City has prepared information for property owners outlining governance, prohibited actions and allowable modifications on their property within the Inglewood flood hazard area.

## Ramsay

The western boundary of Ramsay is the Elbow River and, as such, policies are required to mitigate river flooding and related groundwater risks. Portions of the Plan Area are subject to Environmental Reserve setbacks for protection of riparian zones. Flood considerations are aimed at ensuring planning processes yield development that will minimize accrual of incremental safety, property and environmental risks under river flood conditions while protecting the riparian function and aesthetics of the shoreline.

Only a small portion of Ramsay, mostly green space adjacent to the Elbow River, lies within the flood hazard area designated by The Province as either floodway or flood fringe (see Map 10: Flood Hazard Map). A similar area lies within the mapped 100-year inundation zone. For larger flood events, there may be some isolated inundation at the surface level due to rising groundwater or stormwater backup in low-lying areas near 11 Street S.E. and along the southwest-northeast CP rail line (see Map 11: Inundation Mapping).

Map 10: Flood Hazard Map (Province of Alberta, 1983)



[illegible]

### 6.5.1

Design concepts should be evaluated using the most up-to-date policies, flood levels, river modelling and mapping (at the time of Plan approval, the 2015 City of Calgary inundation mapping).

### 6.5.2

Any development in the Plan Area should be built to provide flood protection to a minimum 1:100-year flood elevation, up to a 1:500-year flood elevation (assessed in combination with other mitigation measures that reduce flood risk at the development location). The minimum protection level will be determined by the greater of municipal, provincial or federal policy. A triple bottom line cost-benefit analysis of the environmental, social and economic impacts of inundation and mitigation should be considered to inform the optimal protection level and design of any flood mitigation measures.

### 6.5.3

Flood elevations a minimum of 0.5 m higher than the designated values are to be applied for design in order to account for uncertainty in predicted flood elevations, future updates to flood elevation analysis and climate change, and to provide a factor of safety or freeboard.

### 6.5.4

Flood protection may include raising the ground elevation in the development area, raising main floor building elevations above flood levels and/or incorporating flood protection into development designs and landscaping to prevent inundation from the river.

### 6.5.5

Development in low-lying areas should incorporate an analysis of groundwater conditions and provide adequate mitigation or design tolerance for groundwater inundation. This may include foundation drainage, pumping, structural soundness in high groundwater conditions, raised mechanical or electrical equipment above the 1:100-year inundated elevation (minimum) and design for easy clean-up if the basement or parkade is designed to tolerate inundation.

### 6.5.6

River ice effects must be considered in utility design (stormwater outfall gates, sanitary inflow and infiltration), appropriate building forms, structural and foundation drainage design, bank protection and geotechnical considerations.

### 6.5.7

All new or retrofitted stormwater outfalls must have minimum invert elevations at least as high as the 1:5-year flood. The storm sewer system should be designed to accommodate a high river condition (1:100-year river elevation plus 0.5 m freeboard) as well as local stormwater from a 1:5-year rainfall event.

### 6.5.8

High and fluctuating groundwater levels should be accounted for in the structural and capacity design of storm and sanitary drainage systems. Storm systems may need to accommodate pumped foundation drainage during periods of high river and groundwater levels.

### 6.5.9

Due to the proximity of the river, relative ground elevations and the potential for floodwater intrusion via utilities or groundwater, design conventions comparable to flood fringe building and land-use controls must be applied in the Plan Area.

#### 6.5.10

The Land Use Bylaw requires a minimum building setback of 6 m from the floodway or 60 m from the river in flood fringe areas. As Inglewood sits entirely within the alluvial aquifer boundary and shallow groundwater is hydraulically connected to the river, this setback should be applied throughout the Plan Area. The 6m setback from the rivers should only be comprised of natural areas, or if the land has been disturbed then naturalized landscaping, in order to retain the wildlife corridor in a more natural and unobstructed state.

#### 6.5.11

Any designs for path/promenade, landscaping and plantings in floodway areas must address regulatory elements in the Water Act, Fisheries Act and Navigable Waters Act from the earliest conceptual stages.

#### 6.5.12

Notwithstanding the policies above, development within Enmax Park may be subject to site specific flood protection conditions.

#### 6.5.13

Development should maintain or enhance river function and ecosystem health.



# 7 Implementation and Interpretation

Accurate interpretation is paramount to achieving the goals of this Plan. The intent of this section is to provide policy necessary for Plan implementation, such as interpretation, limitations, amendments and monitoring.

## 7.1 Policy Framework

The Municipal Government Act (MGA) outlines the purpose and scope of powers for municipalities. The Historic East Calgary Area Redevelopment Plan (this Plan) is a statutory document that designates an area within the city for redevelopment. This Plan has considered and is in alignment with the South Saskatchewan Regional Plan. The ARP must be read in conjunction with the Municipal Development Plan (MDP) Volume 1 and Volume 2 Part 2: Developed Areas Guidebook; the Calgary Transportation Plan (CTP); and other City of Calgary policy and guiding documents, unless otherwise indicated. In the event of a discrepancy between this Plan and the Developed Areas Guidebook, the policy of this Plan prevails.

## 7.2 Map Interpretation

### 7.2.1

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. They 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. 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.

### 7.2.2

No measurements of distances or areas should be taken from the maps in this Plan.

### 7.2.3

All proposed land use areas, neighbourhood boundaries, road and utility alignments and classifications may be subject to further study and may be further delineated at an Outline Plan or Land Use Amendment stage in accordance with applicable policies. Any major refinements may require an amendment to this Plan.

## 7.3 Interpretation

### 7.3.1

The definitions within the Municipal Development Plan apply to the interpretation of terms within this Plan. Where a term is not defined there, the natural language definition applies.

### 7.3.2

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, including environmental constraints, must be assessed on a case-by-case basis as part of an application for outline plan, land use amendment, subdivision or development permit application.

### 7.3.3

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 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.

### 7.3.4

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.

### 7.3.5

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 the MDP and CTP policies and guidelines to the satisfaction of The City with regard to design and performance standards.

### 7.3.6

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.

### 7.3.7

All illustrations and photos are intended to illustrate concepts included in this Plan and are not an exact representation of an actual intended development. They are included solely as examples of what might occur after implementation of this Plan's policies and guidelines.

### 7.3.8

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.

### 7.3.9

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.

## 7.4 Review and Amendments

### 7.4.1

Any change to the text or maps within this Plan shall require an amendment to this Plan that includes a Public Hearing of Council.

### 7.4.2

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 Section 1, or offer a creative solution to a particular problem, amendments may be supported.

### 7.4.3

The policies within this Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary by Administration, these policies shall be updated through the plan amendment process either generally or in response to a specific issue in accordance with the Municipal Government Act. Where an amendment to this Plan is requested, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the MDP and other relevant policy documents.

# Appendix

## A.1 Flood Protection

### A.1.1

Alberta Environment and Parks is currently re-assessing flood levels along the Bow and Elbow Rivers for all return periods and is creating new flood hazard maps (expected to be completed in 2017). This analysis may result in new flood risk policies and standards. Development design evaluation and flood protection policy should be updated when the new provincial maps and policies are available.

### A.1.2

The City and the Province are currently evaluating mitigation measures that could reduce flood risk in Calgary. Local flood protection requirements should be reassessed as flood mitigation measures (structural or non-structural) that reduce flood risk in the Plan Area are implemented.

### A.1.3

Protecting above the 1:100-year flood elevation is in accordance with development recommendations and flood mitigation designs in other parts of the city, where the potential impact of inundation and a triple bottom line cost-benefit analysis justify protecting to a higher level.

- There is a risk that any flood protection structure, such as flood barriers, may fail, resulting in significant damage. Development in the Plan Area should provide the minimum level of flood protection required even in the case of a failure of Inglewood Flood Barrier.
- Where the area is protected by the Inglewood Flood Barrier but raising main floor elevations above the 1:100-year return period flood elevation will result in loss of business, flood protection for individual building developments may be relaxed to a lower level.

### A.1.4

The Plan Area sits on coarse alluvial soils that can be rapidly saturated by high river water levels due to ice or open water floods. The City's 2015 inundation mapping shows isolated areas of inundation at the surface level, which may be due to groundwater or stormwater backup, beginning at the 1:5-year return period event and affecting a large area by the 1:20-year return period event. Current City estimates of potential groundwater levels during river flood events show that many locations in the Inglewood area may be subject to groundwater rise within 2.5 m of ground elevation (i.e., the typical depth of a home basement) at the 1:5-year return period flow event, and may be affected by smaller events. Deeper foundations and parkades will be more affected. Sharp rises in groundwater can overwhelm foundation draining systems.

Due to the proximity of the river, relative ground elevations and the potential for floodwater intrusion via utilities or groundwater, design conventions comparable to flood fringe building and land-use controls must be applied in the Plan Area. These include the following considerations:

- all roads to be constructed with minimum elevations higher than the design flood levels;
- all buildings to have main floor elevations and primary electrical/mechanical features above design flood levels (permanently habitable buildings or suites should be avoided below the flood elevation level);
- buildings with foundations deeper than flood level to include adequate foundation drainage systems discharging to levels above the design flood levels;
- all buildings to be designed to preclude structural damage from floodwater or elevated groundwater; and
- minimum building opening elevations must exceed the 1:20-year flood level.

### A.1.5

The Land Use Bylaw controls for floodway areas apply (e.g., no regrading, no new buildings, only park and path development feasible). Any designs for path/promenade, landscaping and plantings in floodway areas must address regulatory elements in the Water Act, Fisheries Act, and Navigable Waters Act from the earliest conceptual stages.

### A.1.6

A study has been done by The City to assess areas of concern along Calgary riverbeds and banks for erosion, aggradation, degradation and habitat. Once the study and hazard mapping are complete, the Calgary Rivers Morphology Hazard Mapping should be used to identify sites of concern in the Plan Area, and development should address them appropriately.

### A.1.7

A review of emergency measures for extreme river floods must be undertaken as part of more detailed planning for the Plan Area. This review should include assessing possible utility shut-downs or capacity restrictions; transportation under flood conditions, including access and egress from the site; closure of paths, bridges, parks, streets or public spaces; and recommendations regarding parkades, material storage or specific commercial operations that may be impacted.



## A.2 Character Home Definition and Application

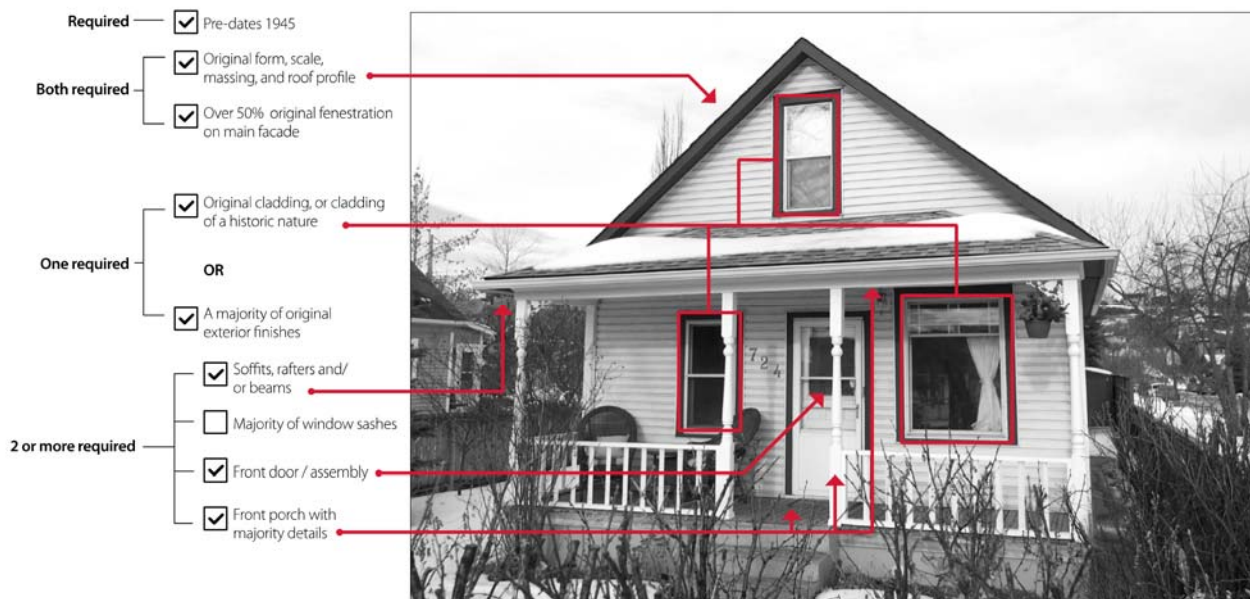
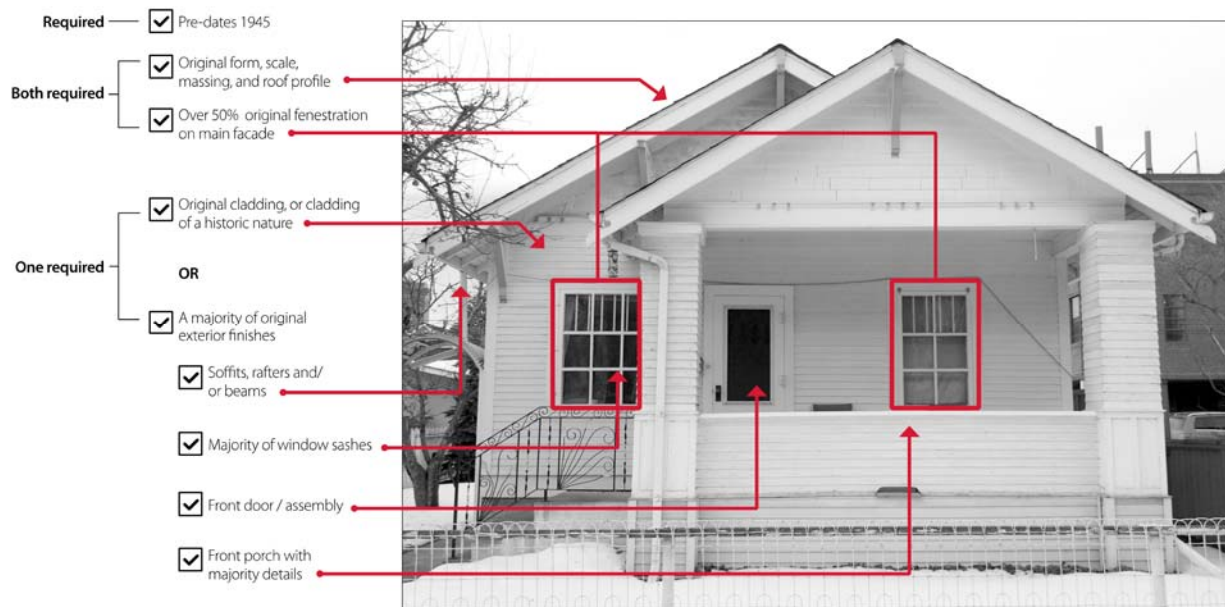
Appendix 2 outlines the criteria for identification of a Character Home, followed by two examples of the application of these criteria, provided for reference purposes.

### A.2.1

Character Home means a duplex dwelling, semi-detached dwelling, or single-detached dwelling constructed prior to 1945 and existing as of the date of adoption of this plan, with photographic evidence that and which:

- a) maintains both original:
  - i. form, scale, massing and roof profile – Additions / extensions are permissible if there are subordinate and compatible with the original portion of the building; and
  - ii. fenestration (window pattern and openings) – at least 50% of the fenestration on the main facade must be original (excluding porch glazing, if applicable)
- b) and must have one of the following\*:
  - i. original cladding or cladding of a historical nature which has gained heritage value in its own right; or
  - ii. a majority of original exterior finishes, comprising 2 or more of the following checklist items:
    - I. a majority of window sashes;
    - II. soffits; exposed rafters and/or beams (if applicable);
    - III. front door /or doorway assembly; and/or
    - IV. front porch (if applicable) with majority of original finishes including piers, columns, balustrades, entablature mouldings; enclosure of the porch with glazing does not diminish the integrity of this element if the majority of other original finishes remains in place and the glazing is of a compatible historical appearance.
- c) and cannot feature:
  - i. elements which have been added which have a detrimental effect on the historical appearance/ character of the place.

\*elements that have been replaced with historically authentic materials to match 'in kind' the type of historically authentic elements that would have originally been present on the building are substitutable for original materials



**Figure 29: Character home attributes**

### A.3 Identified Potential Character Homes

The following properties are identified as potential Character Homes pending further study to be completed upon application for a land use amendment.

List of addresses from initial survey by Heritage to be determined.