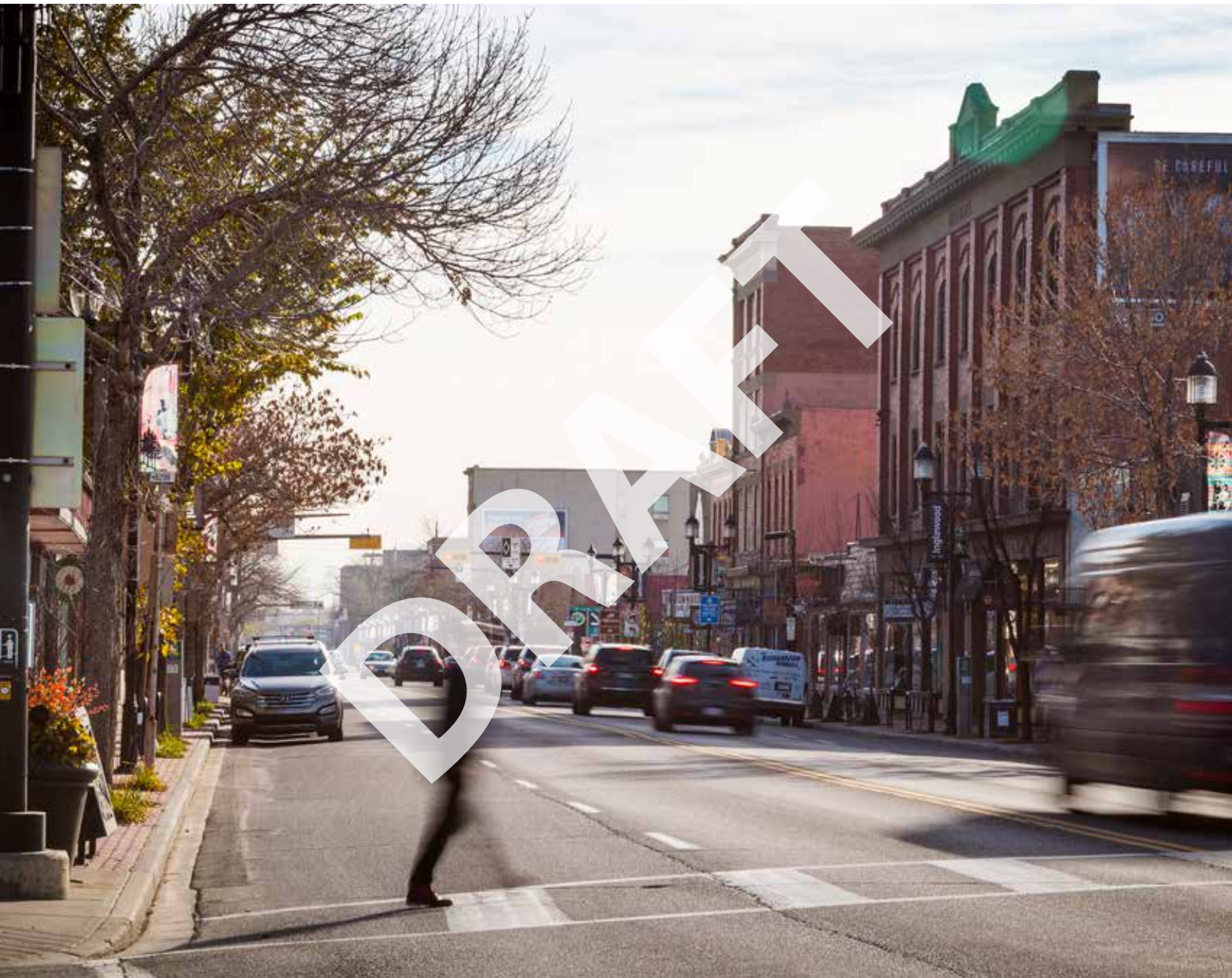


Inglewood

Area Redevelopment Plan



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Inglewood

Area Redevelopment Plan

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Plan Direction

1.1

Community Origins

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 River, 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.



Figure 1 | 9 Avenue SE (Atlantic Avenue) with street car service (Glenbow Archives nb-55-217)

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.

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.

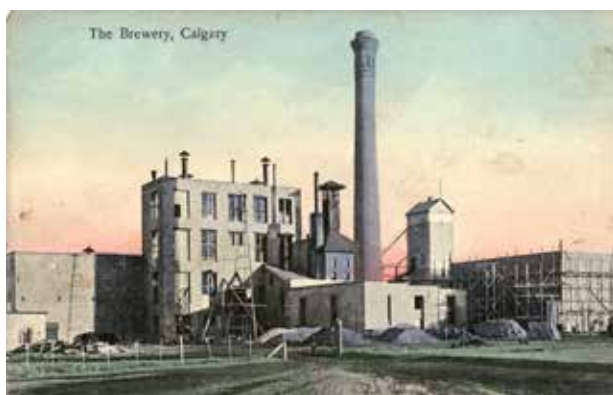


Figure 2 | The Brewery Site (bottom image Glenbow Archives pa-3318-23)

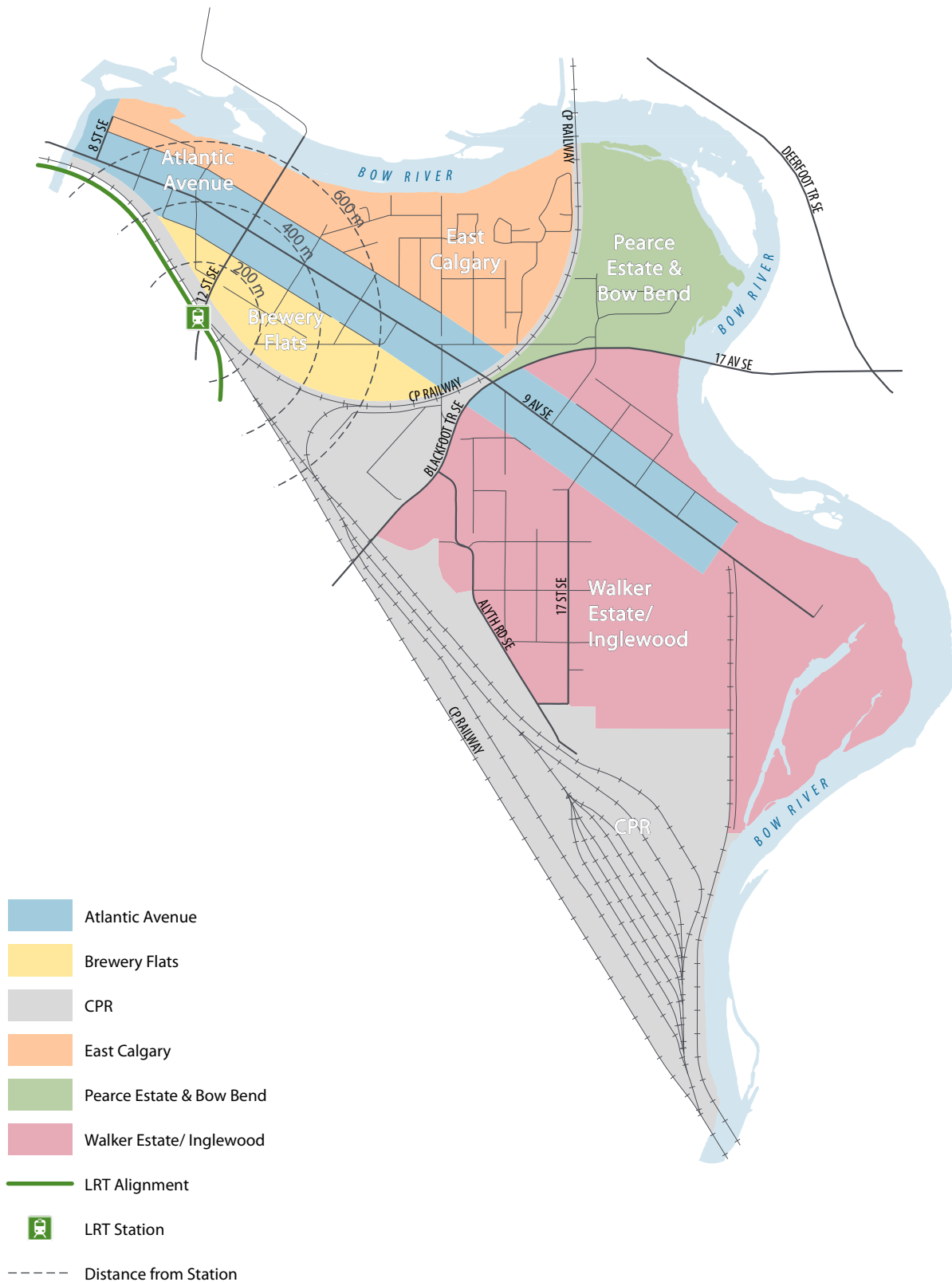
The name East Calgary eventually developed negative connotations, and in the mid-1940s, the local ratepayers' association encouraged use of the name Inglewood, which until then had been in use only in the eastern side of the district. In 1946, the Calgary Public Library opened its Inglewood Branch, and 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 as 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).

Historic Neighbourhoods

Inglewood's identity has been fostered by the strong boundaries formed by the two rivers, the CP mainline and various landowners in the area. Map 1: Historic Neighbourhoods shows what places within the community have been called.

Map 1 | Historic Neighbourhoods



Neighbourhood Profiles



Figure 3 | Various parts of the Inglewood Plan Area

Atlantic Avenue (9 Avenue S.E.)

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.

1.2

Current Conditions

Inglewood's proximity to downtown, the riverbank, bicycle paths, multiple parks, the Calgary Zoo and other inner city neighbourhoods, and its rich history and stock of heritage buildings make it one of Calgary's most visited and well-known communities.

Map 2: Plan Location defines the area that this ARP is applicable to. This section describes the current state of the community in terms of corridors and the spaces in between. Section 7: Plan Area Attributes describes the physical conditions of the community.

Corridors

The natural, rail and street corridors that run by and through Inglewood are largely what define the form of the community.

Natural corridors

The Bow River defines the north and east boundaries of the Inglewood Plan Area while the Elbow River marks the narrow western border. This pleasant edge to the community contains some of inner-city Calgary's greatest parks and open spaces, including the Bow and Elbow River Pathways – a key part of the overall city's pathway system.

Rail corridors

The southwestern boundary is defined by the Canadian Pacific (CP) Railway's main line and Alyth Yard. Inglewood is the location where the heavy rail lines running north to Airdrie and south to Okotoks (and beyond) intersect with the CP main line. This is a strategic rail location. The rail infrastructure separates the communities of Inglewood and Ramsay.

Streets

The street network bisects the community but also gives the community a prominence it might not otherwise enjoy. Blackfoot Trail S.E. bisects the community on a northeast to southwest line. 9 Avenue S.E. bisects the community on a northwest to southeast line until it reaches Blackfoot Trail S.E. The 9 Avenue S.E. main street is the heart of the community. It currently has mixed use retail development but also acts as a commuter thoroughfare, with peak-hour BRT priority and good vehicular connections to the downtown. This presents an opportunity to create focal points of development on the larger underdeveloped sites near junctions in the commuter flows and reinvigorate the character areas along the whole length of the main street.

The Spaces in Between

Underutilized sites

There are a number of underutilized sites within Inglewood. These include the Blackfoot Truckstop and the Brewery/Rail District. These sites present a tremendous opportunity for redevelopment that will add new residents and shops while shaping the look and feel of Inglewood into the future.

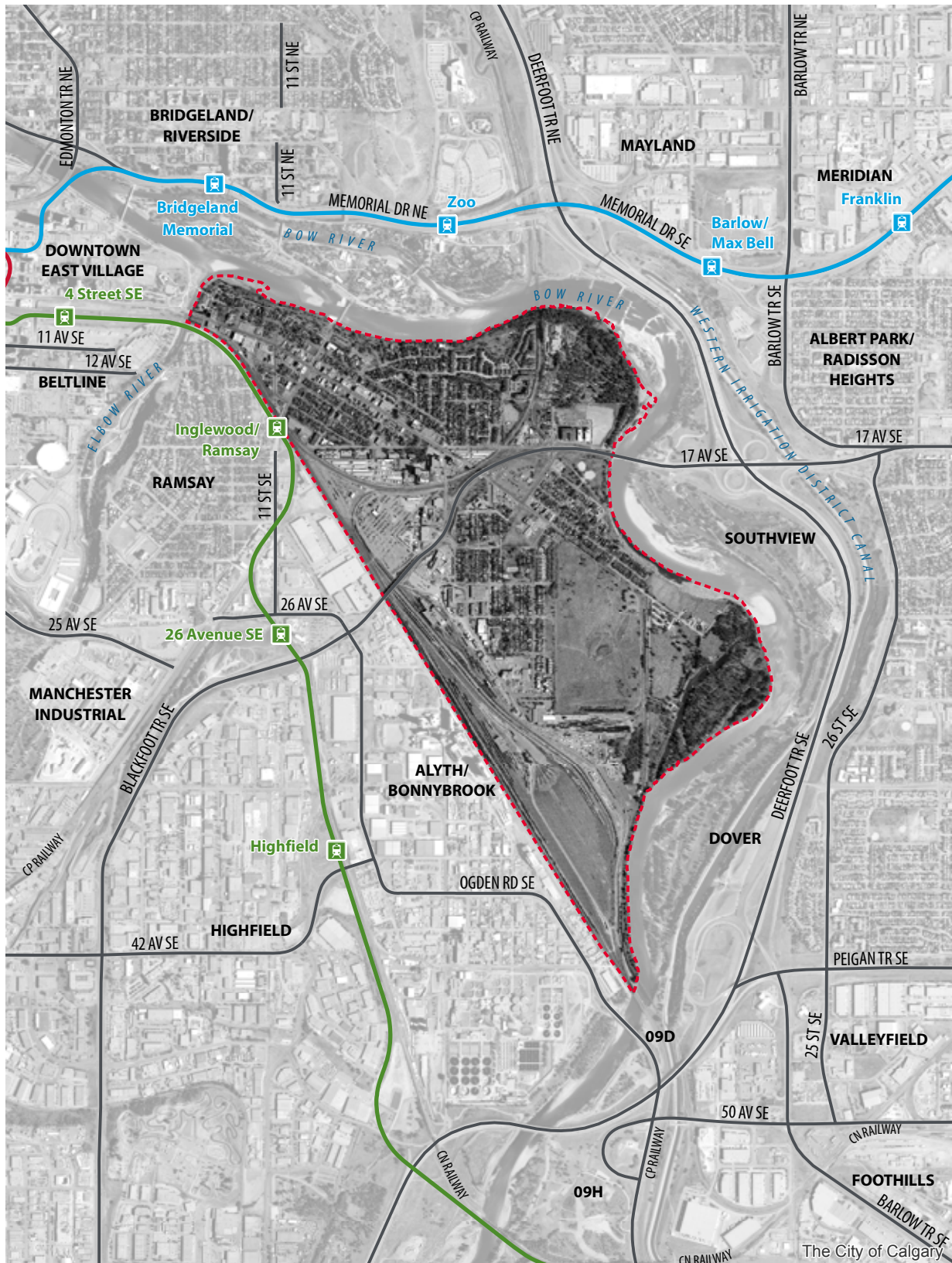
Inner-city industrial lands

The southwest edge of Inglewood contains the Alyth Yard and adjacent industrial development. The industrial lands present an opportunity for businesses that can take advantage of an inner-city location. Conversion of these lands to other uses will be fundamentally limited by the rail yard and the AVPA restrictions on development.

Residential areas

There are low-density residential areas to the north and south of 9 Avenue S.E. and to the southeast of Blackfoot Trail S.E. These areas have the capacity for modest intensification in the form of secondary suites, duplexes and rowhouse development.

Map 2 | Plan Location



Inglewood Area Redevelopment Plan | DRAFT | March 30, 2017

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2

Future Direction for Inglewood

A large graphic featuring a winding road with various icons representing community, industry, and infrastructure. The road starts from the left, curves upwards, then downwards, and finally turns right. Along the road and in the surrounding areas are numerous line-art icons. On the left side of the road, there are icons for a truck, a pie chart, a handshake, a key, a factory, a person with a magnifying glass, a shopping cart, a chef's hat, a car, a house, a person walking a dog, and a person sitting. In the center, there are icons for a sun, a book, a person standing, a house, a person with a magnifying glass, a shopping cart, a chef's hat, a car, a house, a person walking a dog, and a person sitting. On the right side, there are icons for a person with a magnifying glass, a shopping cart, a chef's hat, a car, a house, a person walking a dog, and a person sitting. The background is white with a light gray grid pattern.

2.1

Vision and Core Ideas

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 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 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 commercial, tourist and recreational amenities in the community.

2.1.11

Encourage transit and active modes 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.

2.2

Future Placemaking in Inglewood

Redevelopment within Inglewood will help achieve a balance of growth between established and greenfield communities. By planning and developing the Primary Transit Networks within the community, and orienting land use decisions to transit, more choice will be provided within Inglewood as a complete community.

The future land use pattern for the community is shown on Map 3: Land Use Concept and described below. Policies for each area are contained both in the sections below and within the MDP: Volume 2, Part 2: Developed Areas Guidebook.

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.



Figure 4 | Conceptual drawing of the Plan Area

Map 3 | Land Use Concept



Land Use Concept Elements



Community - Urban

Community - Urban accommodates a greater proportion of non-residential development and higher-density buildings.



Neighbourhood - Low Rise

Neighbourhood - Low Rise encourages a mix of housing types between three and four storeys high.



Future Comprehensive Plan Area

Future Comprehensive Plan Areas identify future land uses and require detailed site planning.



Industrial and Rail Lands

Industrial and Rail Lands consist of lands near the heavy rail line that will continue to be used for light industrial purposes.



Neighbourhood - Limited

Neighbourhood - Limited allows for existing low density residential housing to remain, complemented by sensitive infill housing of a similar scale.



Active Frontage

Active Frontages are the portions of buildings where the ground floor uses will be commercial, which will contribute to activity on the streets throughout the day and evening.



Neighbourhood - Centre

Neighbourhood - Centre consists of mid-rise buildings that accommodate a range of retail, service, office and residential uses.

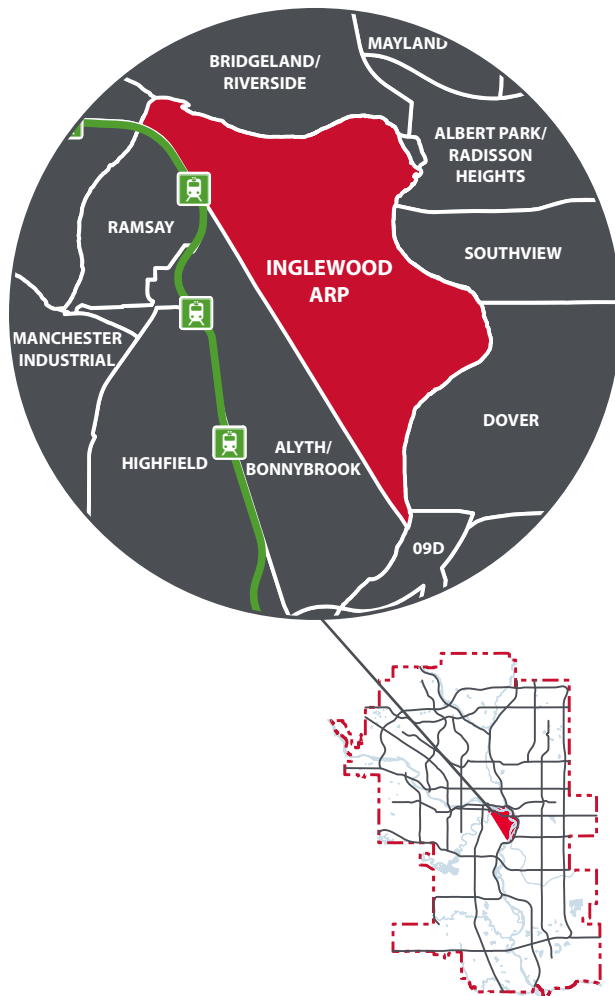


Figure 5 | Inglewood community context

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 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 are now. This will create a 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 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.

Plan Policies

3.1

General Policies

3.1.1

Land use redesignations should be consistent with the land use classifications shown on Map 3: Land Use Concept. Policies associated with these categories are contained within this Plan and the Developed Areas Guidebook.

3.1.2

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

3.1.3

Redevelopment should maintain the character of the existing neighbourhoods while revitalizing potential redevelopment sites.

3.1.4

Context-sensitive infill development | New development should be designed in a manner which is responsive to the local context. 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, including, proportions and character that is found along the streetscape in the vicinity of the site.
- 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 and architectural treatments 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.

3.1.5

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

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.

3.1.7

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

3.1.8

No new third party advertising billboards should be allowed within 600 m of a station once it is operational.

3.1.9

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

3.2

Community - Urban

Mixed-Use – Urban 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:

3.2.1

Provide animated, landscaped and publicly accessible spaces for properties fronting onto Hurst Road, 11 Street S.E. and 26 Avenue S.E.

3.2.2

Small-scale retail establishments are encouraged to be located in this area, especially fronting onto Hurst Road, 11 Street S.E. and 26 Avenue S.E.

3.2.3

Large-scale retail or commercial establishments should be discouraged, except for uses such as supermarkets, pharmacies and other similar uses that provide various daily goods and services for residents. Appropriate measures should be employed to maintain an active street interface, such as using shops lining the building along the street edge.

3.3

Neighbourhood - Centre

Neighbourhood - Centre areas provide opportunities for mid-rise, high-quality mixed-use development. When redevelopment is proposed within these areas, in addition to the policies of the Developed Areas Guidebook, the following policies apply:

3.3.1

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

3.3.2

A mix of small-scale retail commercial development and residential uses are encouraged along the ground floor. Ground floor units should be flexibly designed to be able to accommodate both commercial and residential uses.

3.4

9 Avenue S.E. Main Street

The overall objective of these policies is to develop an attractive, pedestrian-oriented commercial and residential strip 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 3: Land Use Concept, outlined above and within the Developed Areas Guidebook. The policies in this section are supplemental to those.



Figure 6 | 9 Avenue SE will continue to flourish as a historic main street

3.4.1

Objectives for 9 Avenue S.E.

- a. Intensify the specialized shops on 9 Avenue S.E. that serve the local community and more broadly, the entire city.
- b. Revitalize, renovate and beautify the 9 Avenue S.E. main street.
- c. Provide a safe and convenient environment for pedestrians.

3.4.2

Active Frontage

The portion of 9 Avenue S.E. between 11 Street S.E. and 14 Street S.E. is identified as active frontage. It will be characterised as a vibrant, pedestrian-oriented street, with an active street level, high-quality mixed-use infill developments and high-quality urban design. When redevelopment is proposed within these areas, in addition to the policies of the Developed Areas Guidebook, the following policies apply:

- a. 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 it is located within a mixed-use development and using structured parking. Appropriate measures should be employed to maintain an active street interface, such as having shallow shops line the facade of a building.
- b. 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 the commercial area should be located on the second floor or in the basement, 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.
- c. Developments consisting of only office use should not be allowed; a mix with active commercial uses on the ground floor should be encouraged.

3.4.3

Development Policy

Inglewood has been declared a special character district by The City of Calgary. These guidelines apply to the portion of 9 Avenue S.E. between 8 Street S.E. and 17/20 Street S.E., which is recognized as a distinct character area.

- a. There should be small, high-quality open spaces.
- b. No new development intended to serve 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 negative impacts on adjacent development.

3.4.4

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

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

- a. Wayfinding at main intersections is encouraged and should integrate with street furniture.
- b. Corner plazas for pedestrian movement and activities are encouraged.
- c. Signature architecture reflecting Inglewood's historic and urban character should be used to create a focal point at this location.

3.4.5

Sidewalk Widening Setbacks

Due to the narrow sidewalks along 9 Avenue S.E. and the goal of making the area more pedestrian friendly, opportunities for sidewalk widening should be protected. All future development along 9 Avenue S.E. must provide a minimum of 1.5 metres building setbacks, except where a heritage structure is being protected. The purpose of this setback will be to add more space to the current sidewalk width. A pedestrian easement would then be required to allow the public access to the pedestrian area.

3.5

Neighbourhood – Low Rise

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

3.5.1

Incorporate at-grade individual entrances to units in multi-residential developments, with residential units at-grade facing a public street.

3.6

Neighbourhood - Limited

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

3.6.1

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

3.6.2

Relaxations may be granted for secondary suites, including backyard suites, for the block on either side of 9 Avenue S.E.



Figure 7 | Low-density areas will experience moderate intensification

3.6.3

Rowhouses may be allowed within the Neighbourhood - Limited areas pursuant to the policies in this section.

- a. Rowhouse development should facilitate the protection of Character Homes.
 - i. 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.
 - ii. 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. End of block sites may be redesignated, subdivided and developed as rowhouses.
 - iii. Sites not located at the end of a block may be redesignated, subdivided and developed as rowhouses if the rowhouses are part of a development containing no fewer than five rowhouses
- c. Rowhouse structure attributes.
 - i. Rowhouses should be no more than 2.5 storeys in height or 8.5 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.

3.6.4

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

3.7

Future Comprehensive Plan Areas

There are two Future Comprehensive Plan Areas in the Inglewood ARP (refer to Map 3: 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 these sites. In addition, the following policies apply:

- The policies 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 plan to establish the land use layout, street pattern and development character.



Figure 8 | Large, undeveloped sites will be comprehensively redeveloped

3.7.1

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. Mixed Use – High Density Supplemental Policies | Mixed Use – 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. Design | Development should meet the following criteria:

- i. locate any retail on the main floor of proposed buildings;
- ii. consider incorporating publically accessible open space along 9 Avenue S.E.;
- iii. consider innovative local and renewable energy solutions;
- iv. allow for the integration of innovative parking solutions; and
- v. prohibit drive-thru development.

3.7.2

Area B: Blackfoot Truckstop

Area B forms a node at the eastern end of 9 Avenue S.E. at 19 Street S.E. that allows for comprehensively designed residential and mixed-use development with compatible light industrial uses. The site could be developed in such a manner as to create a gateway to the Inglewood community.

a. Composition

- i. The land adjacent to Blackfoot Tr. S.E. in the north portion should be planned to include or integrate with a potential transit stop or station.
- ii. The land adjacent to 9 Avenue S.E. is generally intended to accommodate Neighbourhood - Centre development with increased height at the northeast corner of the parcel and compatible light industrial uses.
- iii. A grocery store/supermarket should be considered on the site.

b. Airport Vicinity Protection Area (AVPA) Restrictions and Land Use | Area B falls within the 30 to 35 NEF contour and is currently governed by AVPA regulations that prohibit certain uses.

- i. Should these Noise Exposure Forecast (NEF) contours remain in place, residential development would be prohibited. A mix of retail, commercial, institutional and light industrial should be the predominant uses on the site if the NEF contours remain in place.
- ii. Should the NEF contours be lifted, the use on this site should be predominantly residential with a mix of retail, commercial and institutional uses.

c. Neighbourhood - Centre Supplemental Policies | Neighbourhood - Centre development should meet the following criteria, in addition to direction provided in the Developed Areas Guidebook:

- i. have a maximum 3-metre hardscaped setback from a public street when located adjacent to arterial streets, residential areas or amenities to create an attractive pedestrian interface;
- ii. have a maximum 5-meter hardscaped setback adjacent to transit routes;
- iii. allow for amenity spaces, which could be in the form of plazas, with outdoor cafes, that provide activities throughout the year;



Figure 9 | 3D view of Inglewood concept

- iv. create a pedestrian plaza at the corner of 9 Avenue S.E. and 19 Street S.E. for public gathering and interaction;
 - v. ensure that the design of the pedestrian plaza facilitates pedestrian safety through the introduction of expanded sidewalks, landscaping, signage and textural patterns that define the pedestrian realm;
 - vi. encourage live work uses; and
 - vii. if the AVPA restrictions are lifted, be predominately residential in nature, forming approximately 60 to 80% Floor Area Ratio (FAR) of the development on the site.
 - viii. Light industrial, retail, commercial and employee intensive uses within Future Comprehensive Plan Area B should meet the following criteria:
 1. consider a residential transition zone between light industrial uses and adjacent residential developments that encourages a scaling down in building height, form and massing;
 2. include smaller parcels to encourage small-scale uses not exceeding 12 metres;
 3. encourage live work uses;
 4. create a 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, arterial streets, residential areas and/or open amenities; and
 5. prohibit outdoor storage.
- d. Design | Development should:
- i. consider an anchor building at the northeast corner of the site, at Blackfoot Trail S.E. and 19 Street S.E., that would serve to enhance this interface through the use of urban design and site design policies, and act as a gateway to the community. It must be noted that there is a 17 Avenue Bus Rapid Transit Right of Way planned at the N.E. corner of the site at the Blackfoot Trail S.E and 17 Avenue S.E interface. The design of the building shall incorporate the right-of-way;
 - ii. be oriented to 9 Avenue S.E. and 19 Street S.E. and have pedestrian connections from the public sidewalk to building entrances;
 - iii. locate retail on the main floor of proposed buildings where those buildings flank a road to encourage an active pedestrian realm;
 - iv. have the majority of the length of a façade occupied by smaller retail units not exceeding 12 metres in width;
 - v. have an articulated façade;
 - vi. if located at an intersection, address both streets with architectural or massing elements including entrances, windows and other façade features;
 - vii. prominently locate amenity spaces and establish connections to the pedestrian and cycle network;
 - viii. incorporate design solutions to mitigate noise, vibration and visual impact from the heavy rail and 17 Avenue S.E. to the north;
 - ix. consider innovative local and renewable energy solutions;
 - x. allow for the integration of innovative parking solutions; and
 - xi. prohibit drive-thru development.

3.8

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:

3.8.1

Industrial–Neighbourhood Interface

- a. The impact 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.

3.8.2

CP Rail Yard

Rail operations present a challenge to nearby communities. These challenges stem from noise 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. CP 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 10 | Railway infrastructure exists long the southwest boundary of the Plan Area

3.9

Heritage Conservation Approach

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.

Background information

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.

This historic character of the community is integral to its distinctiveness and value, and an objective of this ARP is to conserve this character -to encourage sensitive redevelopment to occur, but to also retain the heritage resources and heritage character of the community which serve to make it special.

As densification and intensification of the community is encouraged, redevelopment pressure on heritage resources increases. In order to incentivize the retention and conservation of heritage resources, which are critical public amenities in the Plan Area, increased density may be considered in accordance with the objectives and policies in this section.

Heritage Policy Objectives

3.9.1

To conserve, enhance and celebrate the heritage character and heritage resources of the community; and

3.9.2

To encourage redevelopment in the community while retaining and conserving the community's heritage character and heritage resources.

Heritage Conservation Policies

3.9.3

Properties where at least 50% of the site area is located within 300 metres of an LRT station (existing or future) may re-designate to the future target FARs indicated in Map 4: Future Target Floor Area Ratio.

3.9.4

All other 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.

3.9.5

The conservation of heritage character homes in the Neighbourhood-Ground Oriented 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. For more information, refer to Section 3.6.

Heritage Conservation Approaches

3.9.6

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:

- the maximum allowable density under the Land Use Bylaw;
- The future target FARs indicated in Map 4: Future Target Floor Area Ratio; and
- 1 FAR.

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

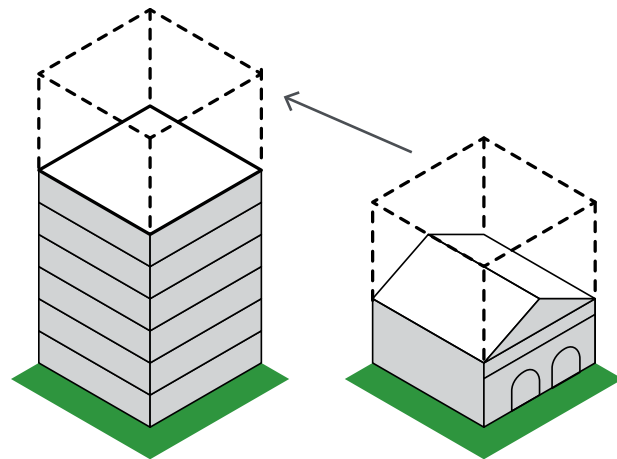


Figure 11 | Density may be transferred from heritage resources to development sites

3.9.7

Contribution to a Community Heritage Conservation Investment Fund

A development project may make a financial contribution to the Inglewood Community Heritage Conservation Investment Fund established by Council. This fund will, in its entirety, support the Inglewood 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 Inglewood 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 ICHCIF will be established at the time of land use based on average land value per additional density. Cost estimates for average land value in the area shall be presented to The City at the time of the land use amendment application, and will be accepted at the sole discretion of The City of Calgary.

For example, if the average land value for the area is equal to \$645 per square meter of buildable floor area, and a developer is proposing to increase density in the land use by 1,000 square meters of floor area, then the amount of the contribution will be calculated as follows:

(Average land value x 75%) x Proposed amount of increased floor area = ICHCIF Contribution

$$(\$645 \times 75\%) \times 1,000 = \$483,750$$

Note: The average land value is discounted at a rate of 75% to account for transactional costs associated with the provision and negotiation of the additional density. This contribution amount represents what a developer would, on average, have to pay for the additional land within the area necessary to support the additional floor area.

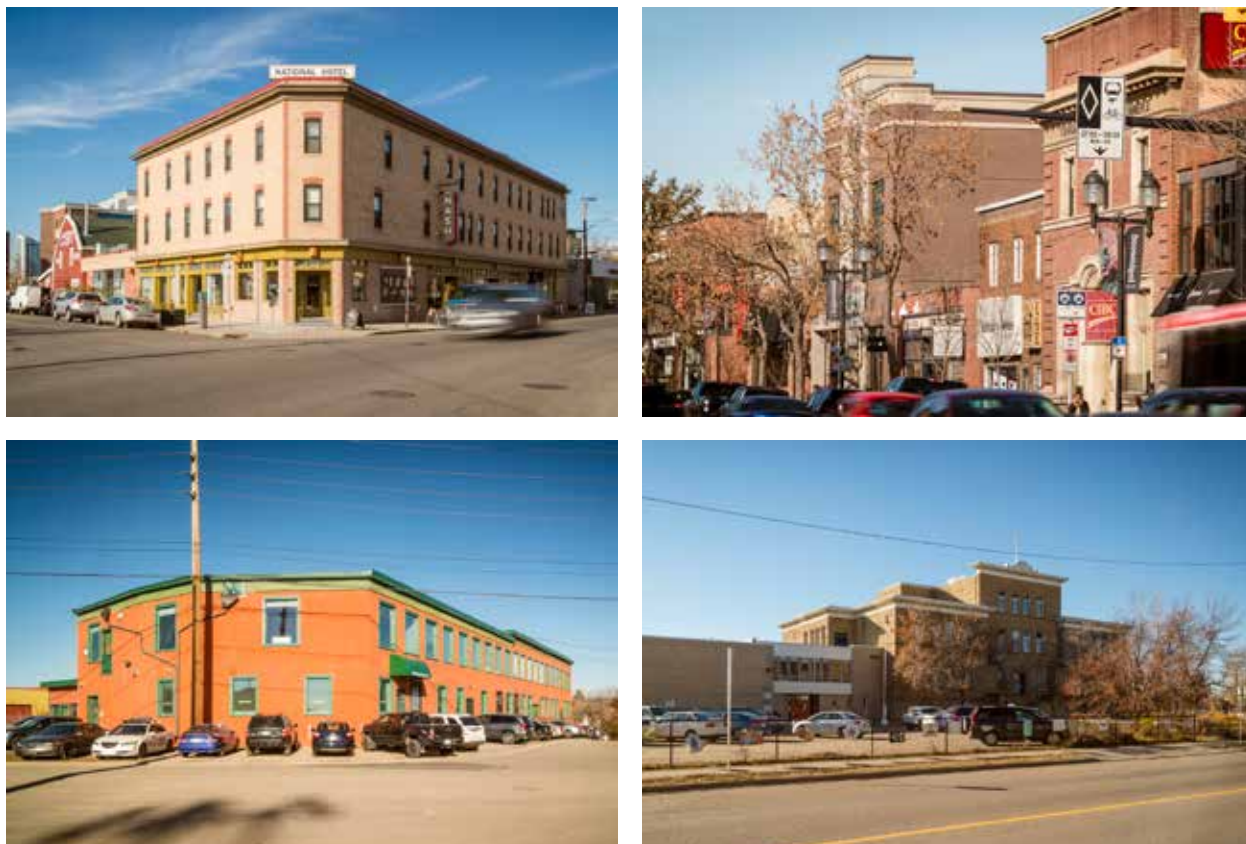


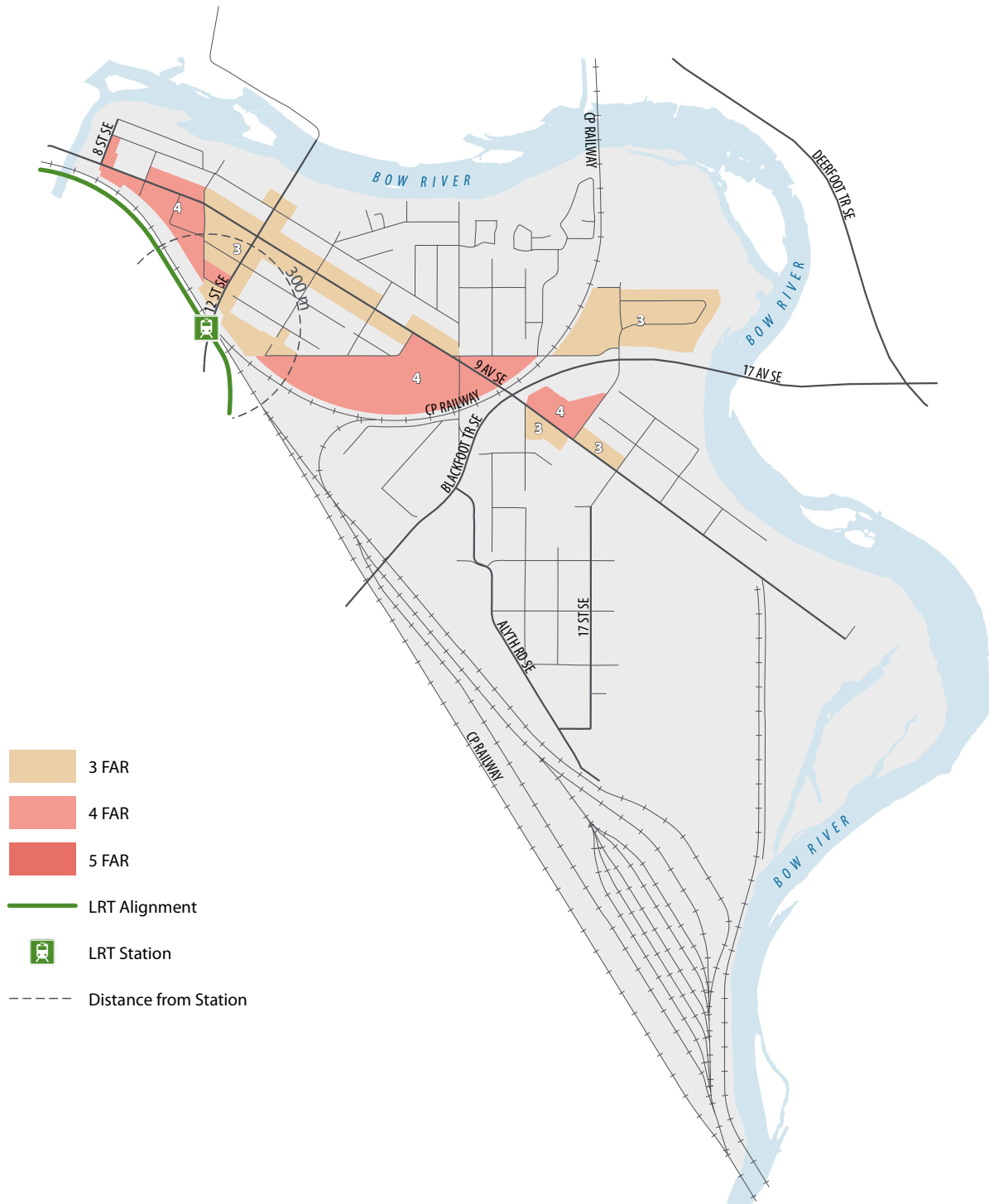
Figure 12 | Many heritage resources exist across the community

3.9.8

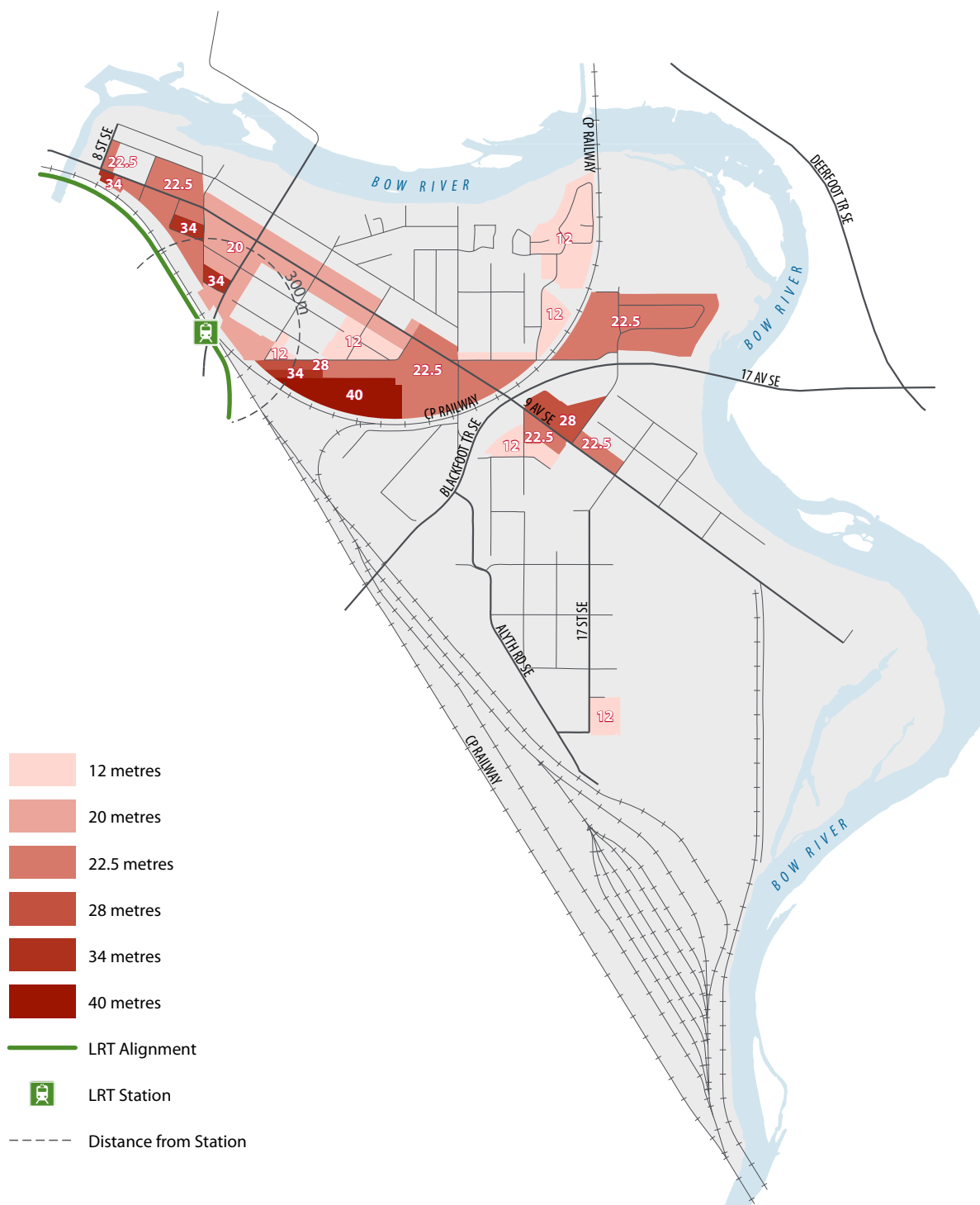
On-site Conservation of a Municipal Historic Resource

A development project may increase density to the future target FARs indicated in Map 4: Future Target Floor Area Ratio through preservation of 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.

Map 4 | Future Target Floor Area Ratio



Map 5 | Future Target Height



3.10

Placemaking and Building Character

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

12 Street S.E.

3.10.1

Connecting the area from The Calgary Zoo in the north to the community of Ramsay in the south through the underpass at Inglewood-Ramsay Station, 12 Street S.E. is a broad street with a distinct building and landscape character.

- 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 13 | 12 Street S.E.

Gateways

3.10.2

Four 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 and the Blackfoot Trail S.E. underpass. The following policies apply to these gateways:

- a. Developments in the vicinity of a gateway are encouraged to include quality design amenity spaces for public use, with distinctive form and architecture, to act as landmarks for the community.
- b. 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.
- c. The strategic 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 the gateways' locations. In addition, lighting elements forming a "light path" should be embedded into the sidewalk surface, stairwells and ramps.
- d. The design of identifiable elements that function as a terminus for the gateways are encouraged.
- e. Existing public art features at the gateways are encouraged to be retained.
- f. The finishing materials, colours and patterns of the underpasses as well as the developments adjacent to them should be visually enhanced as gateways.
- g. Integrate existing landscaping features into the overall public realm and landscaping design.
- h. 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.

3.11

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. In addition to the policies of the Developed Areas Guidebook, community services, amenities and facilities should meet the following criteria:

Community Association Site

3.11.1

Connections between the Inglewood Community Association site and the transit-oriented development around the proposed Inglewood–Ramsay LRT Station site should be facilitated via direct multi-modal routes between the locations, reducing or eliminating physical barriers along the way.

Care Facilities

3.11.2

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.

School Sites

3.11.3

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

Emergency Services Safe Communities

3.11.4

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 3: Land Use Concept.



Figure 14 | Inglewood community education facility

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

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.

4.1.2

Recognize that the ample regional open space assets in Inglewood should in no way inhibit the acquisition of more open space.

4.1.3

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

4.1.4

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 15 | Inglewood contains regionally-significant parks

4.2

Parks

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

Inglewood Bird Sanctuary

4.2.1

The Inglewood Bird Sanctuary is comprised of approximately 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

4.2.2

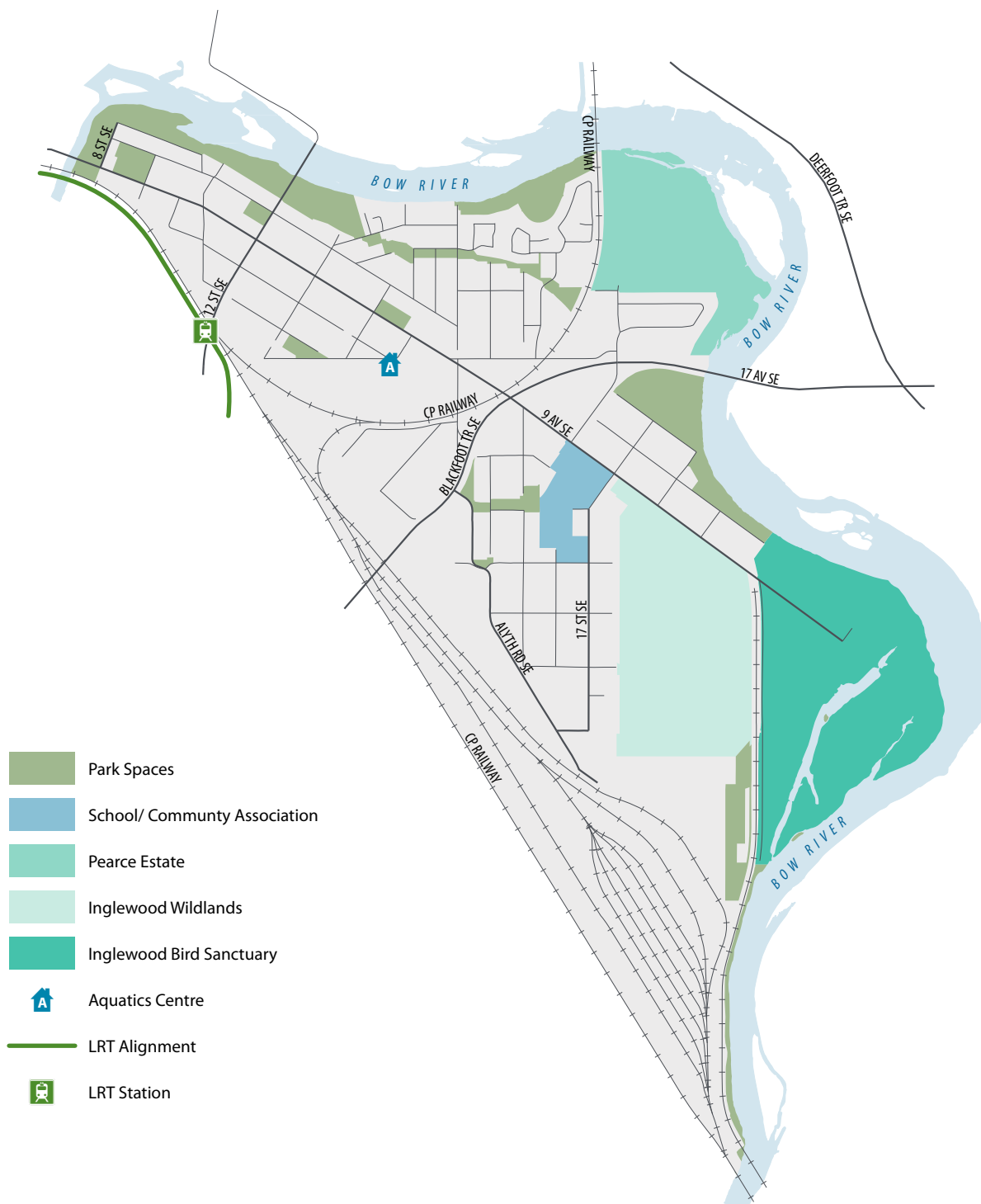
Inglewood Wildlands is comprised of approximately 34 hectares of land in the southeast portion of the Plan Area. As a former Petro-Canada refinery site, the land is contaminated and a site reclamation program is presently being undertaken by Petro-Canada, in consultation with Alberta Environment. However,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

Pearce Estate Park

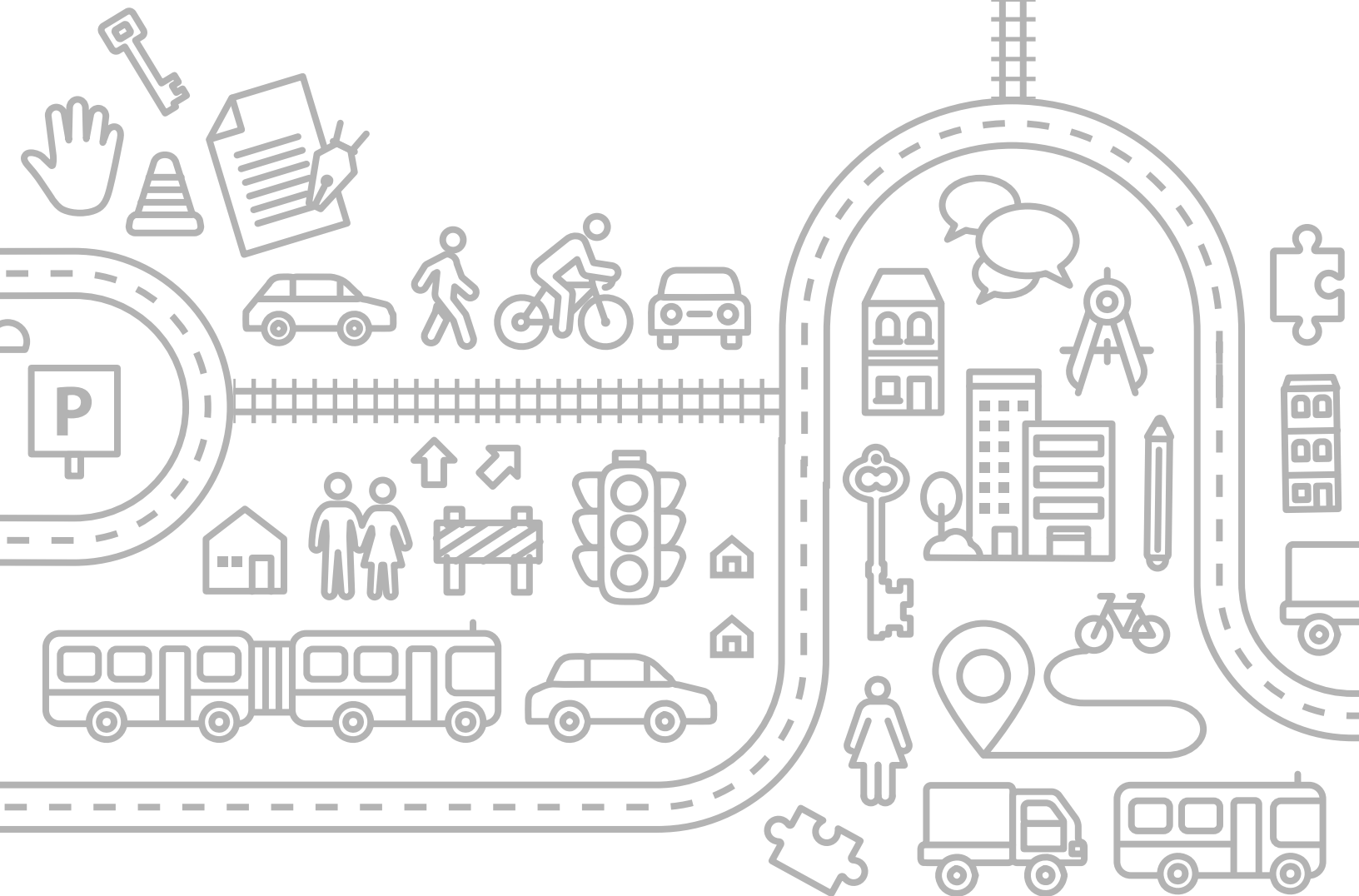
4.2.3

Pearce Estate Park is comprised of approximately 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.

Map 6 | Open Space



5 Mobility



5.1

Connectivity

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.

5.2

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

5.2.1

The pedestrian circulation network should adhere to Map 7: Pedestrian and Cycling Network.

5.2.2

Redevelopment of the area along 12 Street S.E. linking Inglewood to 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

5.2.3

The crossings shown on Map 7: Pedestrian and Cycling Network shall incorporate the use of distinctive pavement treatments that may include enhanced paint markings and differentiated paving materials to enhance crossing visibility.

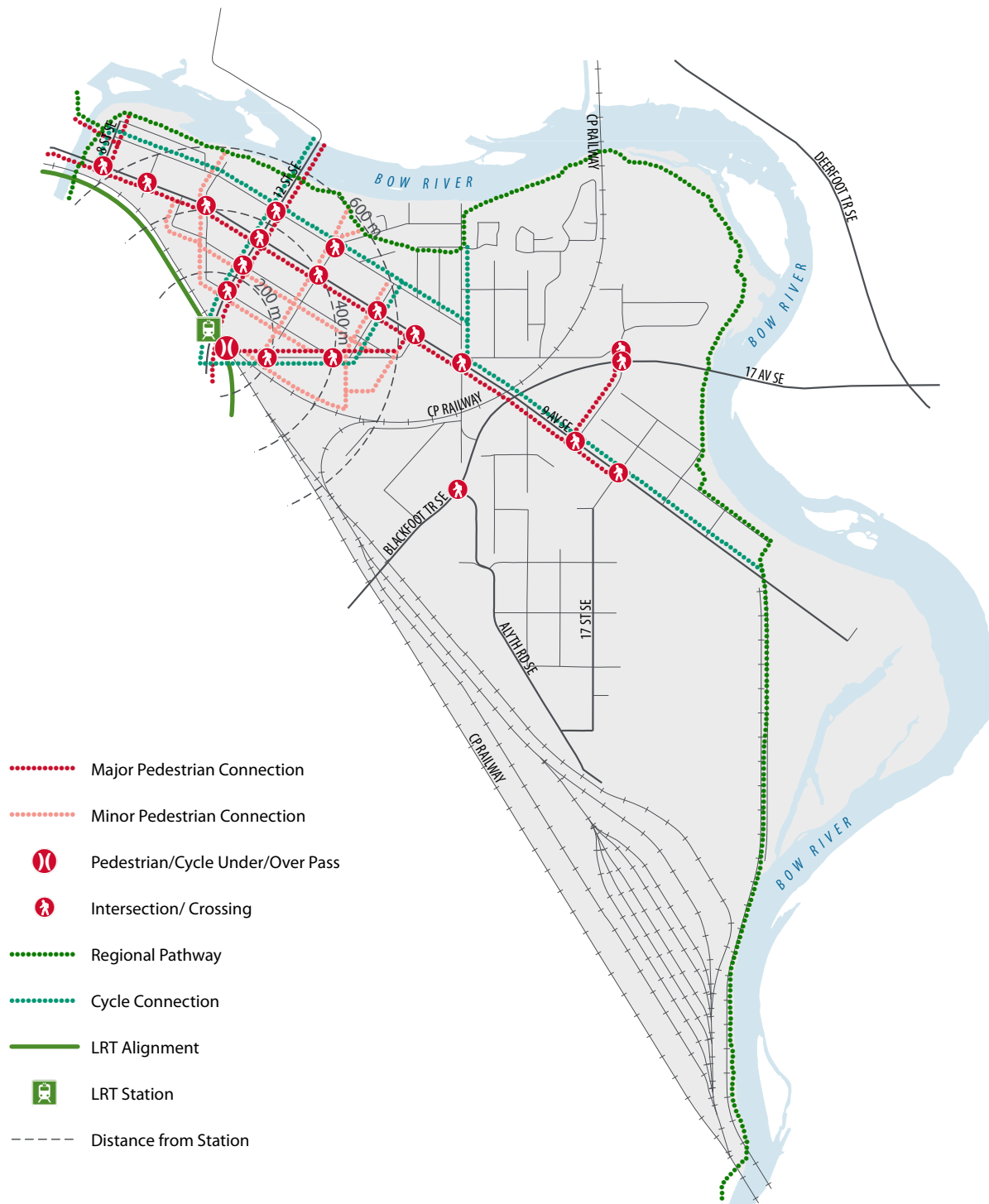
Circulation

5.2.3

In addition to recognizing the networks shown on Map 7: Pedestrian and Cycling Network, 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; and
- b. the underpass on 12 Street S.E. under the CP rail line and LRT trackway, Blackfoot Trail S.E and 19 Street S.E. intersection, Blackfoot Trail S.E. overpass of 9 Avenue S.E., 9 Avenue S.E. and 15 Street S.E. intersection, 17 Avenue S.E. crossing of CPR, connections to river pathways

Map 7 | Pedestrian and Cycling Network



5.3

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

5.3.1

Cycling facilities should be provided at destinations in Inglewood including 9 Avenue S.E., bus stops and entrances to parks and open spaces.

Public Realm

5.3.2

Wayfinding and signage for cyclists shall be provided throughout Inglewood 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 16 | The Bow River Pathway is cherished by Calgarians

5.4

Transit Network

The intent of the transit network is to facilitate the seamless integration of the Green Line Light Rail Transit into the community and to allow transit to be a logical choice for people wanting to move through and to the community.

Location and Features

5.4.1

Transit routes will be located as shown on Map 8: Transit Network.

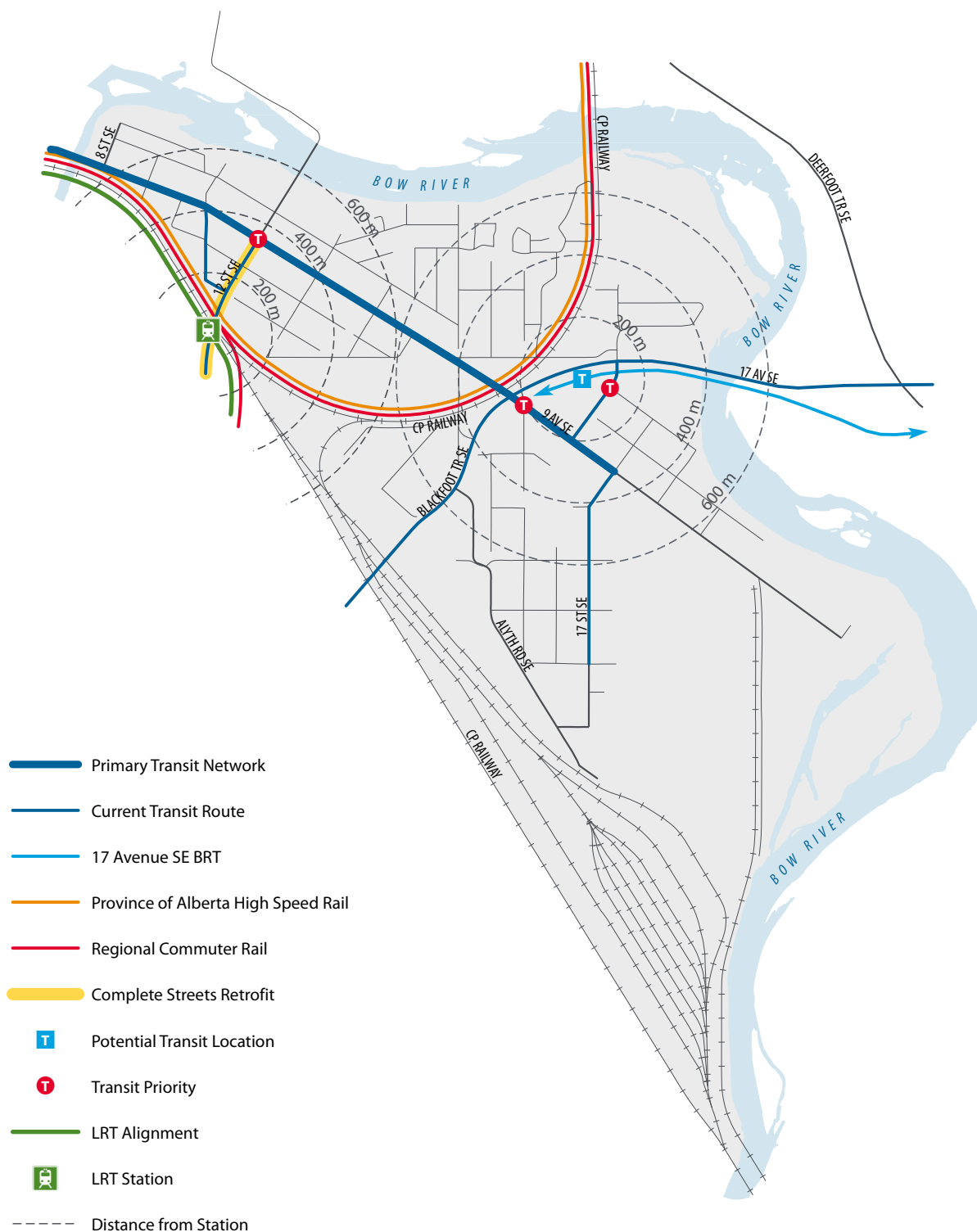
- a. A Green Line station is planned adjacent to the Plan Area. Access to the station from Inglewood is planned to be primarily via 11 / 12 Street S.E.
- b. The 17 Avenue S.E. Bus Rapid Transit (BRT) is planned in the area and there will be stations to serve the community. Currently the alignment of the BRT route uses bus and bike only lanes on 9 AV SE 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 is expected beyond the RouteAhead timeframe. Eventual conversion of the 17 Avenue S.E. BRT to rail is envisioned beyond RouteAhead. The transit map shows conceptual image of the 17 Avenue S.E. BRT.
- c. Inglewood is currently served by two Calgary Transit BRT routes and multiple local routes. 9 Avenue S.E. is a Neighbourhood Corridor, which is intended to be served by the Primary Transit Network.
- d. 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.
- e. Province of Alberta High Speed Rail, Regional Commuter Rail and regional transit routes are planned to travel through the Plan Area.

Public Realm

5.4.2

- a. Bus stops along the Primary Transit Network shall provide enhanced pedestrian waiting amenities. Regular bus stops also require appropriate waiting environment and amenities for customers. Exact locations will be determined at the applicable development application stage or through the redesign of existing local routes.
- b. Transfer of passengers between transit vehicles should be designed to be convenient and direct
- c. Circulation
- d. Priority Measures shall be included to ensure safe, convenient and efficient transit travel

Map 8 | Transit Network



5.5

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; and
- changes to the function and components of higher-capacity streets.

Inner city communities such as Inglewood 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 9 Avenue S.E. 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

5.5.1

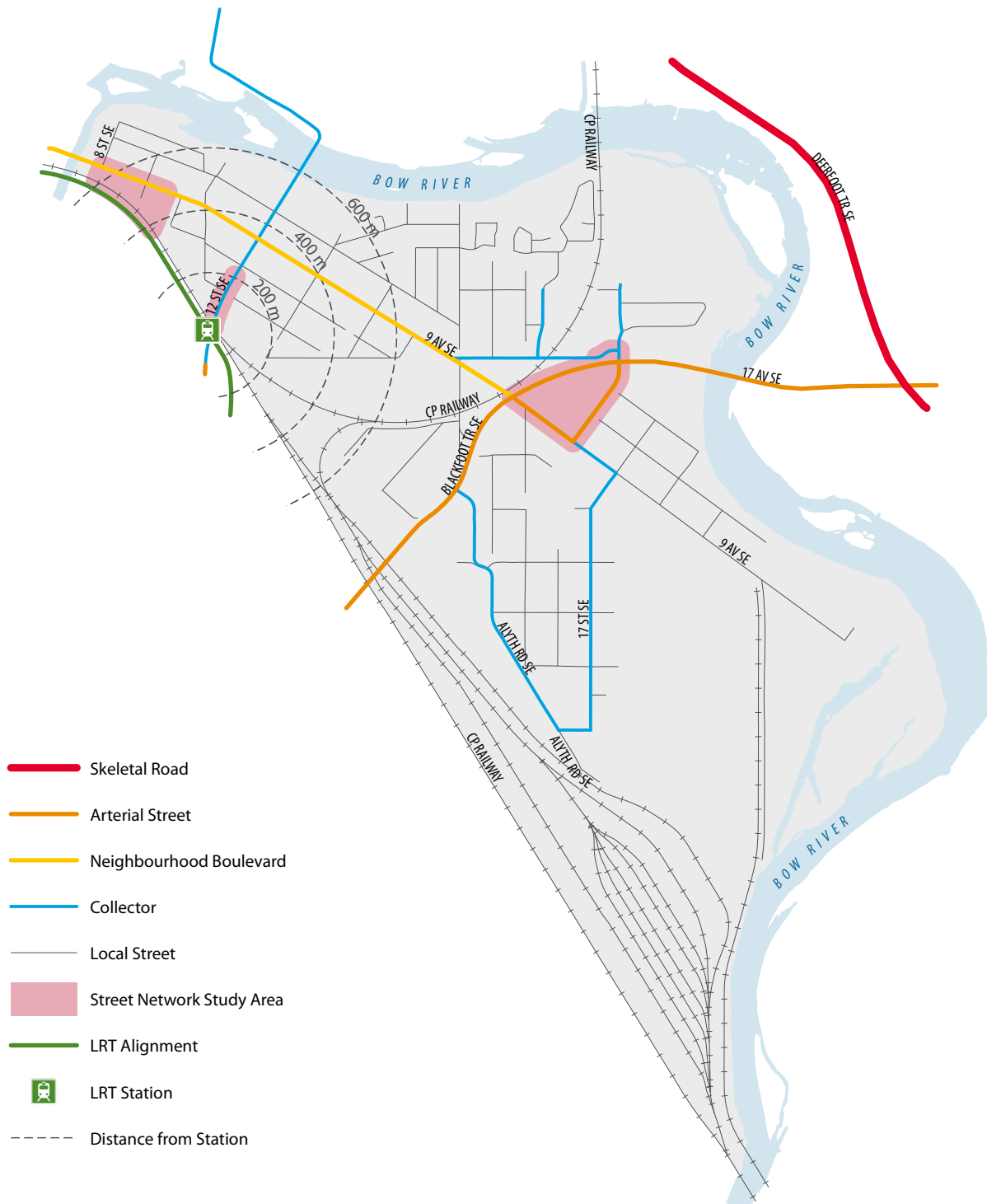
- a. The street network should be located as shown on Map 9: Street Network.
- b. Expansion of 9 Avenue S.E. to accommodate extra vehicular traffic will not be allowed.
- c. Any new streets established as a part of a redevelopment application should be well connected to the existing network.
- d. New 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. Residential 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.

Street Network Study Area

5.5.2

- a. 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 the following requirements:
 - i. a demonstrated need based on regional network adjustments is documented in a transportation analysis; and
 - ii. affected landowners have been consulted.

Map 9 | Street Network



5.6

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.



Figure 17 | Effective parking control is important as the community intensifies

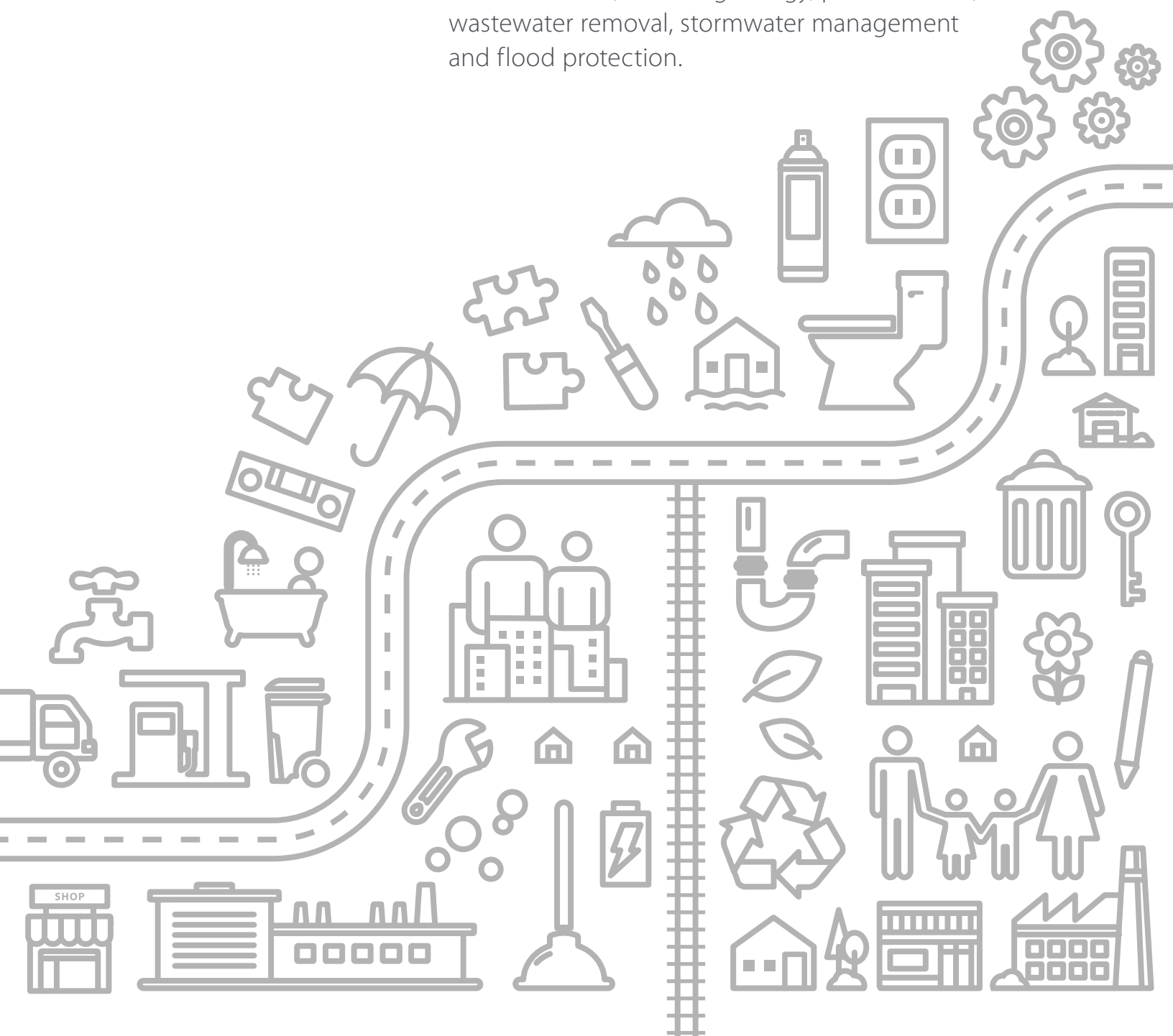
Location and Features

5.6.1

- 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.

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 Inglewood that will see 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 Inglewood.

6.1.1

A District Energy Supply Feasibility Screening Study for the Brewery/Rail District and Blackfoot Truckstop 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 5,000m² 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

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

6.3

Sanitary Servicing

The City should 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. This upgrade is scheduled to be complete by 2019.

6.4

Stormwater Management

The City should 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 18 | 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

The northern boundary of the Inglewood Plan Area 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: Inglewood 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 for Inglewood. The City continues to inspect and maintain the Inglewood Flood Barrier to ensure it can mitigate to the barrier's design flow rate.

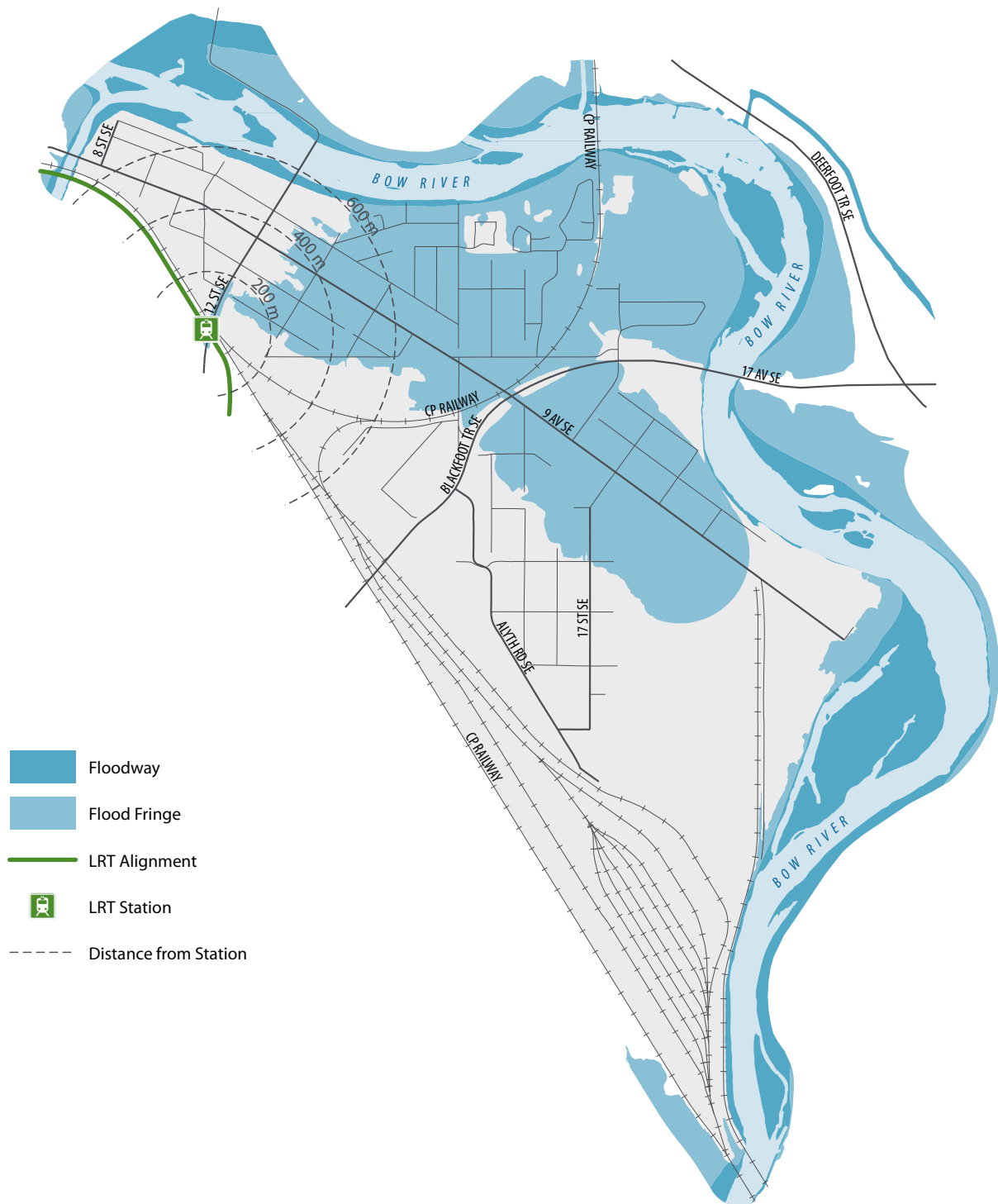
Map 11: Inundation Mapping for Inglewood (2015)

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

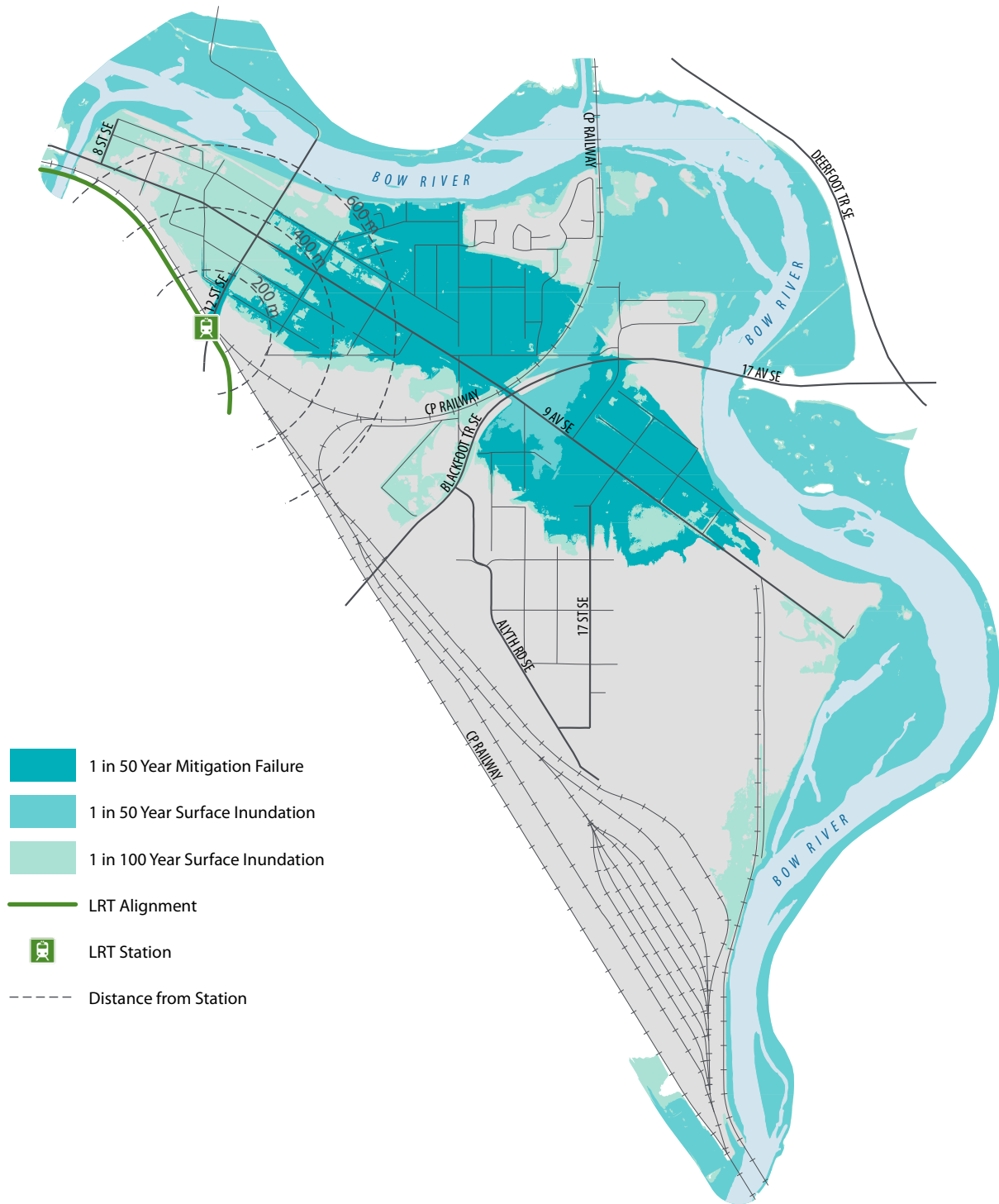
- Easement and Restrictive Covenant Agreement (property specific); and
- The City of Calgary's Land Use Bylaw.

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

Map 10 | Inglewood Flood Hazard Map (Province of Alberta, 1983)



Map 11 | Inundation Mapping for Inglewood (2015)



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 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 Inglewood 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

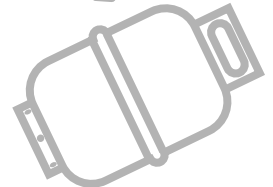
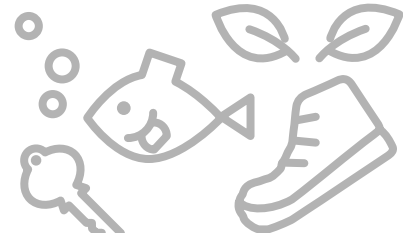
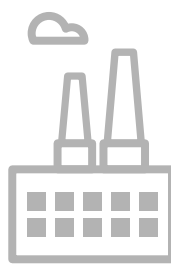
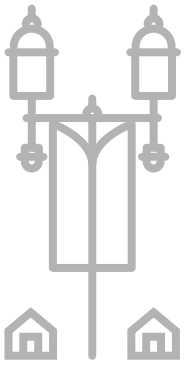
The Land Use Bylaw requires a minimum building setback of 6 m from the floodway or 60 m from the river in flood fringe areas. Because Inglewood sits entirely within the alluvial aquifer boundary and shallow groundwater is hydraulically connected to the river, this setback should be applied throughout 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

Development should maintain or enhance river function and ecosystem health.

7 Plan Area Attributes

This section describes the important physical aspects of the Plan Area.



7.1

Attributes

Certain attributes of the Plan Area have implications when considering new development.

Topography

The topographical gradient in Inglewood is slight, with a gradual slope from the CP rail tracks down to the Bow River.

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 12: Plan Area 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 Airport Vicinity Protection Area (AVPA) regulation governs development within the flight path of planes to the Calgary International Airport to ensure that land uses are compatible. A significant portion of the Inglewood community lies within areas designated by the AVPA regulation as noise exposure forecast (NEF) 30+ (see Map 12: Plan Area Attributes). Properties lying within these areas may be subject to certain development restrictions or conditions, including the condition that all buildings constructed in the NEF contour must comply with the acoustical requirements of the Alberta Building Code, as well as the prohibition of residences, schools, medical clinics or other uses. The AVPA regulation's list of prohibited uses in NEF areas should be consulted prior to the development or redevelopment of any property falling within the NEF contour.

Contaminated Sites

Historically, Inglewood 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.

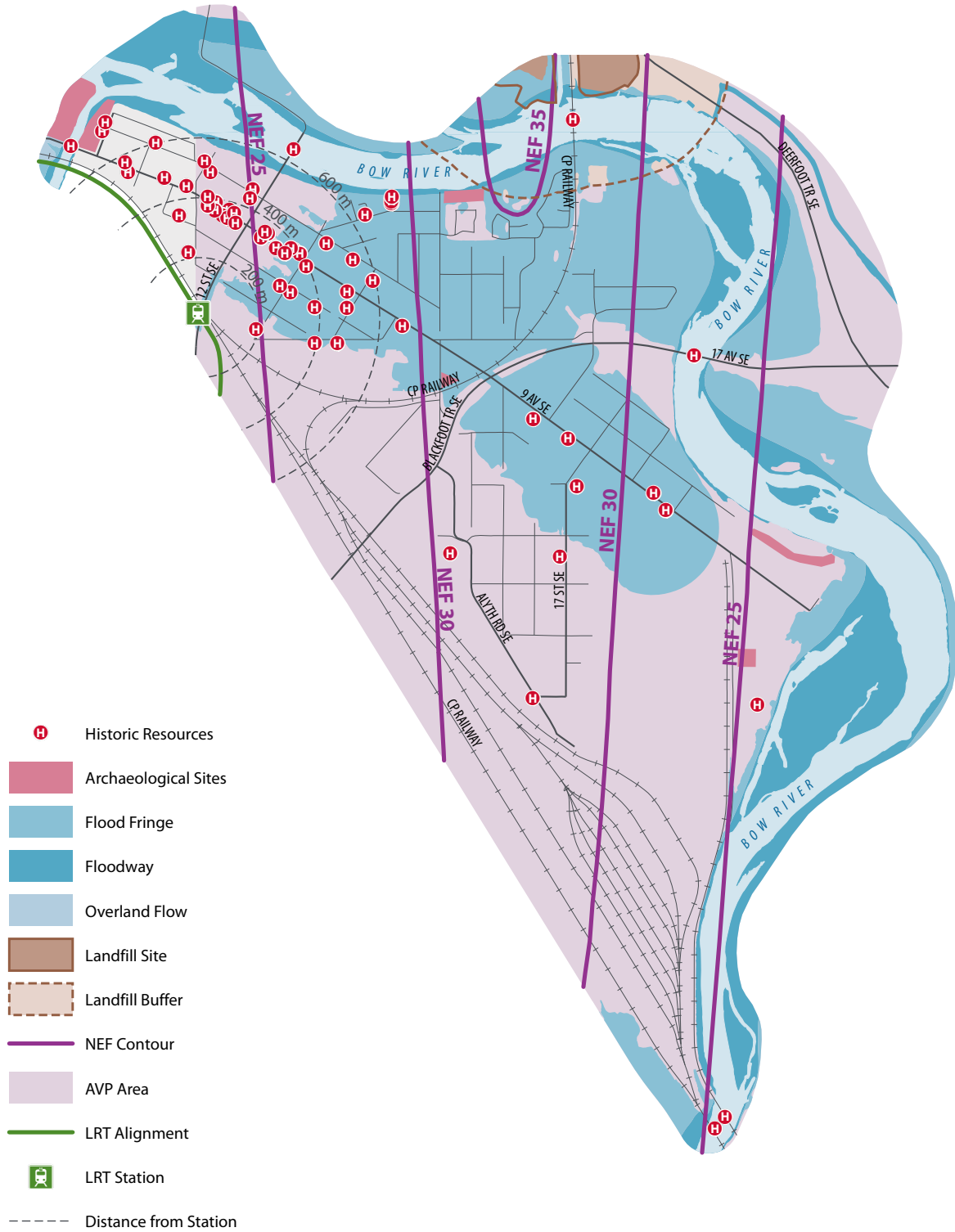
Landfill Setback

A portion of the Plan Area is subject to a prohibited use setback from a landfill, as legislated under the MGA Subdivision and Development Regulation (SDR). This landfill is in post-closure care and 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.

Heavy Rail

The Inglewood Plan Area includes a heavy rail line. Any development adjoining a railway must conform to all City requirements at the time of application due to the proximity to the railway right-of-way.

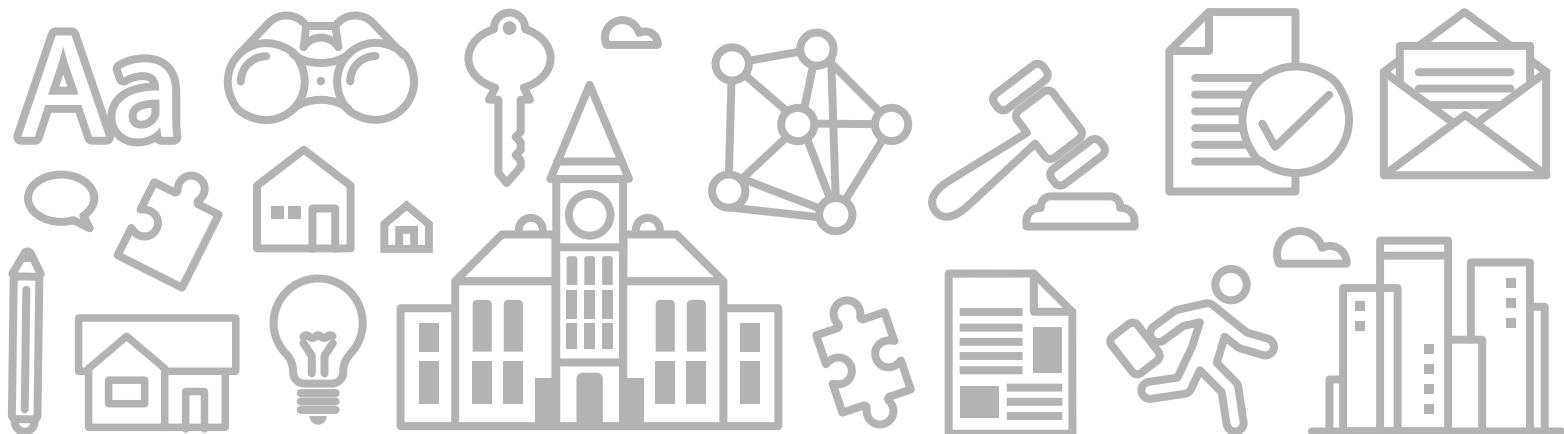
Map 12 | Plan Area Attributes



8

Interpretation & Implementation

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, monitoring and growth management.



8.1

Policy Framework

The Municipal Government Act (MGA) outlines the purpose and scope of powers for municipalities. The Inglewood Area Redevelopment Plan (ARP or the 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 the Plan will prevail.

8.2

Map Interpretation

8.2.1

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.

8.2.2

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

8.2.3

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 the Outline Plan or Land Use Amendment stage in accordance with applicable policies. Any major refinements may require an amendment to this Plan.

8.3

Interpretation

8.3.1

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.

8.3.2

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.

8.3.3

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.

8.3.4

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.

8.3.5

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.

8.3.6

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.

8.3.7

Unless otherwise specified within this Plan, the boundaries or locations of any symbols or areas shown on a figure are approximate only, not absolute, and shall be interpreted as such. 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.

8.3.8

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.

8.3.9

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.

8.4

Review and Amendments

8.4.1

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

8.4.2

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. To make any change to the text or maps within this Plan, an amendment that includes a public hearing of Council shall be required.

8.4.3

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 the ARP 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.

8.5

Plan Monitoring

Density Range

This ARP identifies a range of densities within the historic neighbourhoods. Monitoring these projections will indicate if some areas are experiencing more growth pressures than others relative to the Plan's direction (see Table 1: Current and Projected Population and Jobs for density targets).

8.5.1

A density analysis to compare Plan Area development patterns with the intensity projections should be updated by The City as part of an application review process for those applications that include over 10 dwelling units or 1,000 square metres of proposed commercial area. If monitoring reveals a large discrepancy between actual and target growth, a review of this Plan is encouraged.

Table 1 | Population and Jobs

Historic Neighbourhoods	Gross Developable Lands (ha)	Projected Pop. ¹ 2014	Projected Pop. 2039	Estimated Jobs 2014	Projected Jobs 2039	Pop. and Jobs 2014	Pop. and Jobs 2039	Intensity ² 2014	Intensity* 2039
Atlantic Avenue	37.6	850	2960	900	1160	1750	4120	47	110
East Calgary/ Brewery Flats	47.1	1630	3180	600	1380	2230	4560	92	212
Pearce Estate/ Bow Bend	9.8	200	1460	200	370	400	1830	41	186
Walker Estate/ Inglewood	40.8	960	1650	830	1180	1790	2830	44	69
Plan Area Totals	135.3	3640	9250	2330	4090	6170	13340	56	144

¹ Pop = Population.

² Total intensity is calculated using gross developable lands (gross area minus parks) expressed as people and jobs per hectare.

1

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.

2

Appendix

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

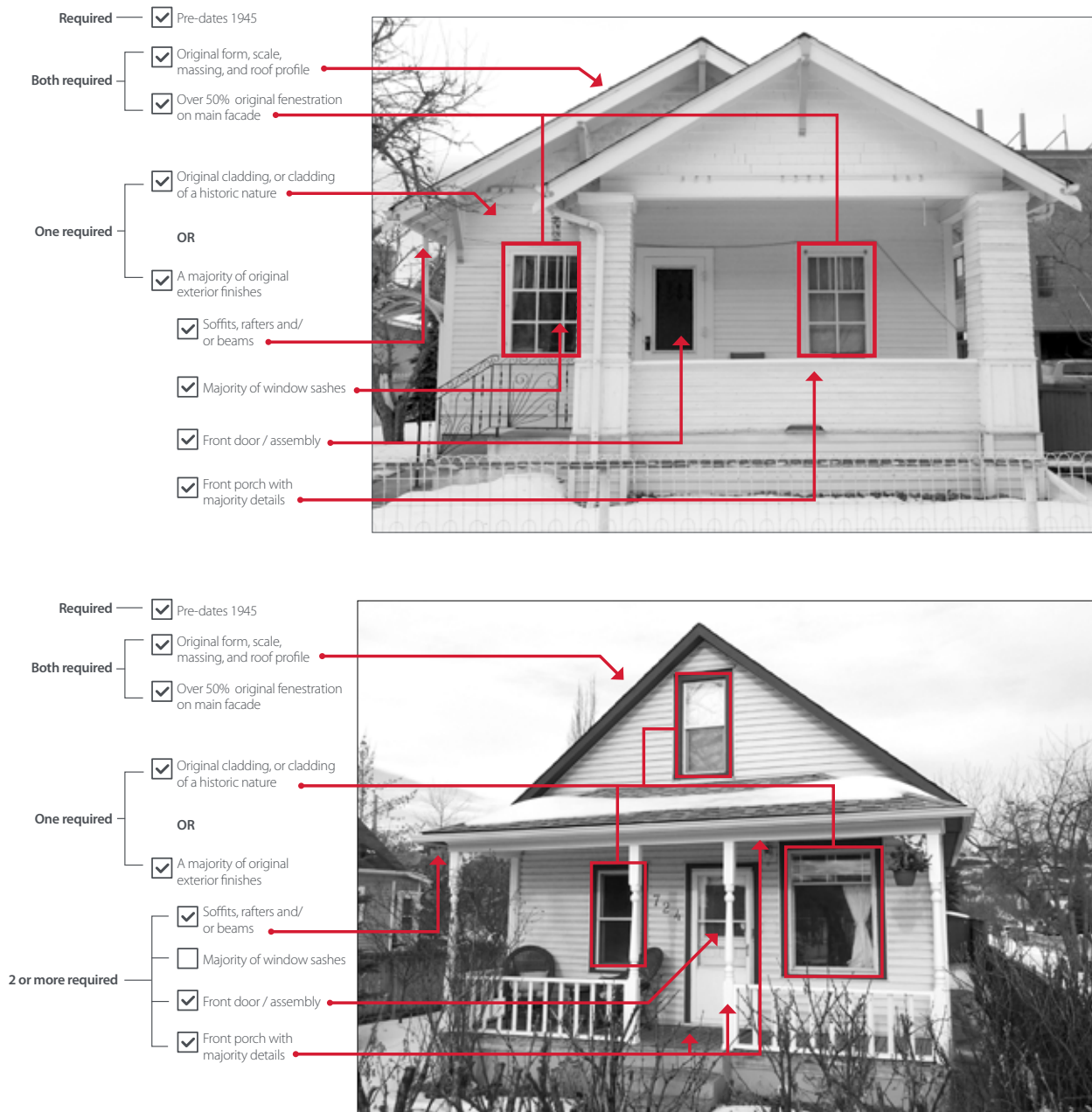


Figure 19 | Character home attributes

3

Appendix

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.

