

Appendix D: Additional Historic Information

Major Roads

Barlow Trail E

Like most of the major roadways in the Plan area, Barlow Trail was initially a section-line and was the eastern municipal boundary of Calgary from 1910 to 1954. Barlow Trail NE was originally designated as 24 Street NE and later became Highway No.1 in 1929, replacing part of the original meandering route from Calgary north to Edmonton. The highway connected with 48 Avenue NE (McKnight Boulevard NE) on the edge of the Plan area, heading west to the Nose Creek escarpment and then southwest as 41 Avenue NE across Nose Creek to Edmonton Trail NE. Initially a gravel road, the highway was hard surfaced in 1938. South of 48 Avenue NE, the road was the responsibility of the surrounding municipal district, named Rockyview in 1956 after a provincial reorganization. The municipal district gradually improved a rough, discontinuous dirt road accessing scattered farmyards into a gravel road which connected to 17 Avenue SE, then the route of the highway to Medicine Hat.

The City renamed 24 Street NE as Barlow Trail in 1966, commemorating Albertan aircraft mechanic and ground crewman Noel Barlow, who looked after the aircraft of legendary British World War 2 ace, Douglas Bader. Allegedly, on a visit to Calgary, civic officials told Bader 24 Street NE would be named after him, and Bader suggested honouring Barlow instead. At the time of the renaming the province opposed the use of the appellation "Trail" for roads in Calgary because it was used variously for expressways, freeways and thoroughfares, which the government thought was confusing to motorists.

With the completion of the first phase of the new freeway in the Nose Creek Valley, Deerfoot Trail NE in 1972, Barlow Trail NE ceased its role as Highway 2 but remained a vital connector. The City designated Barlow Trail NE as an expressway in the 1968 Calgary Plan, with a scheme to extend it far into the city's southeast. The second phase of Deerfoot Trail E commandeered some of that planned route, ending the north half of Barlow at Memorial Drive E. The Calgary Planning Commission tried to rename Barlow Trail NE as Concorde Way in 1978, however the motion failed.

Barlow Trail NE saw various changes over the next decades. The road was realigned north of the Plan area and became the road access to the new terminal built in 1977 at the Calgary International Airport. A partly separate grade interchange replaced the controlled intersection with Memorial Drive when the City built the northeast LRT line. Lanes were added through the Plan area and the route received landscaping in 1986 as part of preparations for the 1988 Winter Olympics, as Barlow was one of the main routes from the Calgary International Airport to downtown.

Deerfoot Trail (Blackfoot Trail Freeway)

Calgary city planner A.G. Martin suggested building a road suitable for heavy traffic in the Nose Creek and Bow River valleys in 1951, which became the genesis of Deerfoot Trail. When the Trans-Canada Highway was built in 1954, the province chose to extend the existing Highway 2 south from 48 Avenue NE to 16 Avenue NE, and Martin's idea was not seriously considered as an alternative. A future expressway using the Nose Creek route, however, was included in the City's 1959 transportation plan.

By 1964, the federal department of transportation informed the provincial and municipal governments that it was planning an eastward expansion of the Calgary International Airport, including a new runway, which would require that Highway 2 be either rerouted or an underpass built to allow an aircraft taxiway. Three years later, the Province wanted to rebuild Highway 2 from Airdrie to the Trans-Canada Highway as a six-lane divided highway, replacing the four-lane undivided road that had become notorious for head-on collisions. The potential airport expansion made the widening of the existing Highway 2 questionable and the City suggested a new freeway in Nose Creek.

In 1969, the Province came to an agreement with the City, accepting the route and covering 75% of the construction cost. Known initially as Blackfoot Trail or the Blackfoot freeway, the first phase of the project began in 1970 and by the end of the next year, the roadway was completed and open to traffic as far south as the 16 Avenue NE, which is part of the Trans-Canada Highway), taking it halfway through the Plan area, with an interchange built for McKnight Boulevard NE.

The next phase began in 1972, and the new freeway reached 17 Avenue SE and connected to Blackfoot Trail SE near the end of 1974, with interchanges at 16 Avenue NE and Memorial Drive E and was officially opened on January 20, 1975. A year earlier, after the City and Province decided the freeway should be extended to the southern city limit, the City changed the name to Deerfoot Trail to distinguish it from the existing Blackfoot Trail. Deerfoot was a famed Siksika runner who had competed in many races in the late 19th century, reputedly never losing.

Since completion in 1975, the stretch of Deerfoot bordering the Plan area has seen additional changes. An interchange for the newly constructed 32 Avenue NE was built in 1978. More recently, the provincial government added lanes, including an additional northbound and southbound lane from 32 Avenue NE to Memorial Drive E in 2024.

McKnight Boulevard NE

McKnight Boulevard was named in 1968 after Flight Officer William Lidstone McKnight. Born in Edmonton in 1918, McKnight grew up in Calgary. He joined the Royal Air Force in February 1939, six months before the beginning of World War Two, and became a fighter pilot. McKnight was credited with 19 victories, making him Canada's fifth highest scoring ace of the war.

Before the renaming, McKnight Boulevard NE was 48 Avenue NE. As a township line road, 48 Avenue NE had developed earlier than other roads in the Plan area, as it was also part of the highway to Edmonton. The original wagon trail north from Calgary, the Edmonton Trail, had

evolved into a road that crossed Nose Creek near today's 40 Avenue NE before angling northeast and then going east on the township line before heading north. In 1929, the provincial government changed the route, running straight down the 5th Meridian to 48 Avenue NE, where a sweeping curve took the two-lane highway west to Edmonton Trail. As an improved gravel road, 48 Avenue NE also went east, becoming Township Road 250.

The 1961 annexation brought all of 48 Avenue NE up to 68 Street NE into the city. At the request of the federal department of transportation, in 1964 the City rerouted a section of 48 Avenue NE, between 15 Street NE to east of 19 Street NE, several blocks to the south. The newly installed instrument landing system at the airport made the change necessary. With the construction of the interchange with Deerfoot Trail in 1971, the section of McKnight Boulevard NE from the freeway to east of 12 Street NE was made a four-lane divided road. The City acquired land to create a right-of-way the length of McKnight Boulevard NE sufficient for a six-lane roadway. In 1977, the boulevard was twinned to Barlow Trail NE and a section relocated so that it met Barlow Trail NE further south and then angled northeast to the intersection with 36 Street NE. Further work through the 1980s saw McKnight Boulevard NE twinned to 52 Street NE. Construction resumed in the early 2000s, with McKnight Boulevard NE first twinned to 68 Street NE, a new interchange replacing the intersection at 36 street, additional lanes, and an interchange built with the east section of the Stoney Trail E ring road.

Memorial Drive E

Unlike other major roadways in the Plan area, Memorial Drive E did not start out as a section line road. Beginning in 1968, the City purpose-built Memorial as a four-lane expressway and potential freeway that crossed the Nose Creek valley on a high bridge and contoured southeast across the escarpment before curving gently northeast and then heading eastward with two slight meanders before terminating at 62 Street NE.

Memorial Drive E replaced an earlier, modest road across Nose Creek and along the edge of the Plan area. As early as 1897, a roadway was surveyed and built that crossed Nose Creek and the Calgary and Edmonton Railway tracks and wended its way up the east escarpment before turning south and connecting to what would be 17 Avenue SE, which was the route from Calgary to Blackfoot Crossing and Medicine Hat. The road was called the Blackfoot Trail, quite literally the road to the Siksika reserve near Gleichen, Alberta.

In 1928, the early Blackfoot Trail became the road to the city's landfill, initially established in a coulee below the future Mayland industrial area, and later spreading to the west side of Nose Creek. City crews at first burned piles of garbage in the open air, then buried the waste as a "sanitary" landfill until the facility's closure in 1967. When 17 Avenue SE became the provincial highway to Medicine Hat in the 1930s, crossing the Bow at Cushing Bridge before connecting to 9 Avenue SE and downtown Calgary, the road past the original landfill mostly fell into disuse until ice floes damaged the bridge in 1945. City council appropriated sufficient money to rebuild the escarpment road to 17 Avenue SE to provide an alternate route into Calgary if the Cushing Bridge closed again. The City further improved the road in the 1950s but it remained a secondary route to the city centre.

City Council considered Memorial Drive E as a route for the Trans-Canada Highway in the early 1950s, which would proceed west on the north bank of the Bow River as a “scenic” parkway. The City chose 16 Avenue N as the preferred route for the highway, but a major road along the Bow, connecting with 24 Street NE (Barlow Trail NE) was in Calgary’s 1959 Transportation Plan. In the mid-sixties, planners and municipal politicians suggested building a new freeway along the proposed Memorial Drive E route and replacing the existing road along the Bow as a bypass for the Trans-Canada Highway, which had become congested.

The approval of the Marlborough subdivision and the other proposed developments made a new expressway a city priority, providing a direct route to the downtown core. A 1968 functional planning study laid out a four-lane, limited access divided road from 12 Street NE, on the west side of Nose Creek, to 52 Street NE, with sufficient right-of-way to expand to six lanes, as necessary. There were at grade, controlled intersections at Barlow, 36 Street NE and 52 Street NE, with a future interchange slated for Barlow Trail NE. Work began that year on the first phase, from 12 Street NE to Barlow Trail NE. The City opened this section of expressway to traffic at the very end of 1969. B.A.C.M. Industries, the developer of Marlborough, built a small section between 44 Street NE and 52 Street NE, as part of the company’s development agreement with the City. After another functional study in 1970, construction began in 1973 on the next leg, from Barlow Trail NE to 52 Street NE, completed by 1975 as a four-lane divided expressway, with the concluding section to 68 Street NE finished by 1979.

Calgary city council voted in 1977 to build a Light Rail Transit (LRT) system for the city. A 1981 functional study recommended a northeast route running along Memorial Drive E and then north on 36 Street NE, which council approved the following year. The line would be situated in the medians of Memorial Drive E before a short tunnel took the LRT onto 36 Street NE. The City built Memorial Drive E and 36 Street NE with a wide enough median to accommodate tracks and stations, except a stretch a section of Memorial Drive E just east of Barlow Trail SE to approximately 19 Street SE. There, the westbound lanes had to be moved north, and an interchange built at Barlow Trail SE. Construction began in 1984 after the proposed northwest leg of the LRT was delayed. The first LRT trains ran on the northeast line in 1985.

Stoney Trail E

Calgary transportation planners had suggested a ring road for the city as early as 1951. The concept was included in the transportation plans produced in the 1960s and 1970s. The provincial government was initially lukewarm to the idea and Calgary’s rapid growth made planning a route difficult and other major projects, like the Deerfoot Trail, had priority. But starting in 1974, the Province started to limit development and acquire land to create transportation and utility corridors around Calgary and Edmonton for infrastructure, particularly freeways, with an eye to creating ring roads in the near future. The severe recession of the 1980s delayed the start of any construction, but preliminary planning and design continued in the background. The Province and City signed an agreement in 1991 and as the Alberta economy recovered, the project moved forward quickly, with the first northwest segment completed in 1997.

The northeast segment, which forms the east boundary of the Plan area, was the quickest and easiest to build, a straight road with only three separated-grade interchanges, two in the Plan area, at McKnight Boulevard NE and 16 Avenue NE. The road was open to drivers on November 2, 2009. Initially, much of the freeway bordering the Plan area was only four lanes but was subsequently expanded to six.

16 Avenue NE (Trans-Canada Highway)

Until 1953, what became 16 Avenue NE and the Trans-Canada Highway was a section road line, built and maintained by the municipal district (Rockyview after 1955). The provincial highway from Calgary to Medicine Hat, built in the early 1930s, entered Calgary via 17 Avenue SE. By 1948, 16 Avenue NE was an improved gravel road that ended at 24 Street NE, the city limit, and then continued as a dirt road to 19 Street NE.

Automobile enthusiasts had lobbied for a cross-Canada highway since the beginning of highway construction in the late 1920s. Calgary lawyer Alexander MacKay, a founder and second president of the Alberta Motor Association, was very active in this campaign. In 1946, another Calgary lawyer, Macdonald Millard, in his capacity as head of the Calgary Board of Trade, organized a nation-wide lobbying effort that led to the federal and provincial governments signing an accord in 1949 to build the highway.

The federal, provincial and municipal governments considered several routes through Calgary in the early 1950s, including bypassing the city entirely. The business community wanted the highway to enter Calgary, and municipal authorities chose the 16 Avenue NE route as the most direct, passing through a less built-up part of Calgary that was also not too far from the downtown business district. In the Plan area, the lack of any development along the road and the flat terrain was very attractive. Construction on the east section began in 1952 and the highway in the Plan area was completed and open for traffic in 1954. The highway was a basic two-lanes up to 24 Street NE, then Highway 2, where Calgary's first cloverleaf exchange was finished in 1956, and continued west as four lanes, crossing Nose Creek and CPR's Edmonton line on new bridges.

The highway through the Plan area was gradually expanded as the City acquired sufficient land to create a right of way large enough to upgrade the highway to a freeway east of Barlow Trail NE. When Deerfoot Trail was built, the existing roadbed and bridges in the Nose Creek valley were removed and a new interchange built, with the carriageways up the east escarpment separated allowing for less steep grades. In 1977 the City began construction to expand the original two-lane highway to a four-lane divided road from Barlow Trail NE to the city limits. New interchanges were designed for 36 Street NE and 52 Street NE, the latter completed by 1982 while the former was delayed by difficulties obtaining land and the need to change the design for the northeast LRT line. It was finished by 1984, making 16 Avenue NE a freeway from 19 Street NE to 68 Street NE.

32 Avenue NE

Unlike other major arterials in the Plan area, 32 Avenue NE was, like Memorial Drive E, a modern road freshly built in the mid-1970s and early 1980s. Although the avenue is on a section

line, the municipal district did not build a road before the 1961 annexation. The Calgary Transportation Study in 1967 identified the need for an arterial road on this right of way and early planning for the Blackfoot Trail freeway included an interchange for 32 Avenue NE. The first sections of the road were built for the South Airways industrial area in 1973, from the Nose Creek escarpment and Barlow Trail NE; and for the Properties development east of 36 Street NE, the latter by the developer, between 1974 and 1979. The interchange with Deerfoot Trail NE was built in 1978 and 32 Avenue NE was built as dual carriageway, four-lane divided road. By 1982, the avenue was completed from Deerfoot Trail NE to 68 Street NE.

36 Street NE

Another section line road, 36 Street NE was an improved gravel road until Marlborough Mall was built in 1971, with a short section of two-lane paved road providing access to the mall parking lot from Memorial Drive E. Like other section roads in the Plan area, city transportation planners had designated 36 Street NE as a major arterial road. Work began in 1975 on a four-lane divided road with a wide median to accommodate the tracks and stations of the northeast leg of the proposed LRT system, which city council approved in 1976. The section between Memorial Drive NE and 16 Avenue NE was the first built, with work then starting on the section to McKnight Boulevard NE, which was completed in 1984. A short stretch on this part was built as a single four-lane carriageway, which remained until 2000-2001, when a new west carriageway was built to create a median for future LRT expansion.

52 Street NE

The municipal district had built 52 Street NE as a gravel section road before the annexation in 1961. Planners briefly considered 52 Street NE as the new route of Highway 2 before choosing Nose Creek. Like the other section roads in the Plan area, the City designated 52 Street NE as a future major arterial. The development agreements for Marlborough, Marlborough Park, Pineridge, Rundle, Temple, and Whitehorn reserved sufficient right-of-way for a four-lane, divided boulevard. New construction started from the south with the development of Marlborough in 1967, initially as a two-lane road. Interestingly, the street was replotted and angled to the southeast from Marlborough Drive NE to Memorial Drive E, which itself angled northeast, creating a regular square intersection. Work began on the road north of 16 Avenue NE in 1973 and the street was mostly complete by 1979, with a separated-grade interchange built at the highway and finished in 1980.

68 Street NE

The 1967 Calgary Transportation Plan designated this section road as the future route for a north-south freeway, part of the proposed ring road. Two years later, city planners decided that development in the area would not justify a freeway for many years, and the road would be better used as a major arterial for proposed developments in the area, which would include Marlborough Park, Pineridge, and Temple on the west side, and Abbeydale and Monterey Park on the east. The developers of Marlborough Park started construction on the road between Memorial Drive E and 16 Avenue NE around 1974. With the development of Abbeydale well underway, work began on turning this section into a four-lane boulevard in 1979. North of 16 Avenue NE, developers started improving the gravel road around the same time, but the section

between 16 Avenue NE and McKnight Boulevard NE remained a two-lane road until building began in earnest in Monterey Park in the early 1990s. 68 Street NE was completed as a four-lane boulevard by 1996. Interestingly, as of 2025, there are still at-grade, traffic-controlled diamond intersections where 68 Street NE meets 16 Avenue NE and McKnight Boulevard NE.

Abbeydale

One of the last residential subdivisions developed in the South McKnight Communities, Abbeydale consists of the west half of section 24, township 24, range 29 west of the 4th meridian and a small part of the NW quarter of s. 13 to the south.

The Sullivan family, sometimes called O'Sullivan, homesteaded section 24. Jeremiah Sullivan brought his family, with four sons and three daughters, to Canada from Skiboreen, County Cork, Ireland in 1882 and then to Calgary in 1886. Jeremiah and his son Patrick got the patents to the NW and SW quarters in 1891 and 1895, and the eldest son John got the NE quarter in 1902, outside the Plan area. The CPR claimed the patent to the NW quarter of section 13, part of its land subsidy, around this time, but later sold it to Patrick Sullivan.

Sullivan subdivided the latter quarter as Victoria Square in 1911, although by 1908 the family had sold the original homesteads in the west half of section 24 to farmer and rancher David D. Oughton. He did not subdivide his land and the entire section remained farmland. In 1913, a branch line of the Grand Trunk Pacific (GTP) intercontinental railroad reached Calgary from Tofield east of Edmonton, cutting through the southern edge of the Plan area. The line, now part of the Canadian National Railway (CNR) network, is still active.

Born in Perth, Ontario, in 1862, David Oughton lived in Michigan before coming to Calgary in 1901 and eventually settled east of Calgary. He was part of a delegation of landowners in 1907 that prevailed upon the provincial government to build the first Cushing Bridge across the Bow River. Oughton was a long-serving trustee of Bow Valley School District which included the Plan area. He was involved in a grandiose real estate venture with the GTP to establish a townsite near his land called Hubalta, which was going to also be a divisional point for the railway with freight yards, repair shops, and a projected population of 2000. The east half of section 24, outside the Plan area, was in fact subdivided as Hubalta Heights in 1911 but never developed, and the town of Hubalta remained a speculative fancy.

The Oughton family instead became associated with the village and later town of Forest Lawn. David Oughton was a town councilor and as a school district trustee, he was instrumental in building the first Forest Lawn school. He later donated land in the town for an elementary school, which the district built in 1952 and named for its benefactor.

A year later, the Abbey Glen Properties Corporation, which had become the owners of the Oughton land in section 24, applied to have the property annexed to Calgary. Abbey Glen was a recent amalgamation of two Canadian commercial and residential development companies and overnight became a major player in North America before Genstar acquired it in 1979. Abbey Glen built the hotel attached to the Calgary Convention Centre and had an ambitious plan for a satellite city on Calgary's northeast periphery, but the company's first local project was a modest subdivision on the Oughton property. The City Commissioners opposed the annexation request

on the grounds that Calgary's orderly growth was not served by small, "piece-meal" land acquisitions without any city planning. Abbey Glen, however, intended to build much needed low-cost housing in the area, tentatively named Marlborough Park East, and City Council gave its blessing to the annexation. City planners produced a design brief to augment the earlier Marlborough regional plan that was part of 1973 revision of the Calgary Plan. The start of construction was delayed until late in 1977 because of Canadian Occidental's nearby sour gas pipeline, which had been inactive, but the company had applied to the regulator to use it once again. Development proceeded after Abbey Glen and other developers made an agreement with Occidental to remove the pipeline and sour gas wells in the northeast.

In granting approval for the subdivision, City Council required a change of name from the proposed Marlborough Park East, thus Abbey Glen chose the name Abbeydale.

Franklin

Franklin, an industrial and commercial subdivision, was developed in the east half of section 21, township 24, range 29, W4 and a small part of the NE quarter of section 16, starting in 1973. The name Franklin is likely derived from Frank Ruben, who founded the Alberta Mining Corporation (AMC), the company that owned the area when it was developed.

CPR claimed all section 21 as part of its land grant in 1904. The NE quarter of section 16 went to Colonel James Walker, who by 1918 had also acquired the NW, NE and SE quarters of section 21. Walker was one of Calgary's most storied pioneers. He was born in Ontario to a farming family and obtained the rank of major in the Canadian militia before joining the North-West Mounted Police in 1873 and participating in the "Long March" west the following year. He left the police in 1881 to go into ranching and became one of Calgary's leading businesspeople, with large real estate holdings, primarily on the east end of Inglewood but also northeast and east of the Bow River.

K.A. Anderson and Peter Peterson, two dairy farmers originally from Denmark, owned all the land in section 21 and the NE section of 16 by 1927. Their families were part of a small community of Scandinavian immigrants farming in the Plan area. Peterson retired in 1947 and his countryman, a contemporary, likely not long after. The Franklin area remained farmland until 1973.

AMC was one of a stable of resource companies that Frank Ruben, an entrepreneur originally from California, set up in the late 1940s and early 1950s and initiated the development of the industrial area. Ruben was best known as a pioneer Turner Valley oil man and president of North Canadian Oils but also founded Alberta's first pulp paper mill. Robert Ruben, Frank's son, diversified into real estate through AMC, which remains a family-owned company. The City changed the zoning for the area to industrial in 1972. AMC partner Richfield Properties executed the infrastructure, starting with 100 of the 270 acres the following year.

Franklin had a significant commercial retail component along 36 Street NE, three blocks deep to the west and 33 Street NE. Eastside Dodge and Calgary Motor Products, a GM dealer, opened new dealerships along 36 Street NE in 1976. The twelve-story, 248 room Marlborough Inn opened at the north end of the subdivision in 1979. Calgary architectural firm Cohos Evamy

designed the hotel. Nu-West, one of the largest Albertan construction and development companies of the era, began building Franklin Mall in 1979, which had its grand opening on October 29, 1980. Smaller than Marlborough Town Square on the east side of 36 Street NE, the enclosed mall's original anchor tenant was a Zellers department store. Franklin was also the location of Calgary's first Ikea store, which opened in 1987 just off Memorial Drive E. The area still had developable land at the beginning of Calgary's recession in the 1980s and was not completely built-out until the end of the 1990s.

Horizon

The Daon Development Corporation began the development of Horizon Industrial Estates in 1978. The industrial area, one of two belonging to the company in the Plan area, has McKnight Boulevard NE, Barlow Trail NE, 32 Avenue NE and 36 Street NE as boundaries.

Section 33 was land slated for the CPR's land subsidy and the company duly obtained the patents, likely early in the 1900s. The NE quarter became the property of August Fisher, who first homesteaded in the region in 1902 on what his obituary claimed was the site of the present Calgary International Airport, but was possibly the quarter in the future Horizon industrial area. In 1906, Peter, Thomas and Martin Pallesen started the Pallesen Brothers Home Farm on the NW, SW and SE quarters. Peter established his own farm northwest of Calgary in 1909, leaving Thomas and Martin to run the home farm. Another brother, Berg, also farmed in the Plan area. The Pallesens also established one of Calgary's early commercial dairies, Pallesen Dairy, which later became the Calgary Central Creamery. As a subsidiary of United Dairies, Central Creameries had twenty branches in western Canada by the early 1920s.

The Pallesens and Fisher tried to take advantage of the land speculation in 1911 by subdividing their respective farmlands. The NW quarter became Meridian, named for the fifth Meridian of longitude, which was the western border. The SW was simply the Pallesen Subdivision, and the SE was named Birmingham. A.G. Ross, realtor and local manager of mortgage and insurance brokerage The Trusts and Guarantee Company, bought the east half of Birmingham and re-surveyed it as Springwell Park. Fisher's NW quarter was surveyed as an unnamed plan. Nothing came of these subdivisions. Fisher had gone into the real estate business but returned to farming near Didsbury in 1916. Thomas Pallesen continued to farm in the quarter until retiring in 1951, switching to grain from dairy cattle after the Pallesens lost their herd to tuberculosis in 1913. The federal department of Transport expropriated a small rectangle of land running northwest to southeast in the NW section, in 1957 for runway approach lights. Due to the proximity to the airport, the City earmarked section 33 as a potential industrial park.

Vancouver businessman and philanthropist Jack Poole cofounded Daon as Dawson Development in 1964. The property development and investment company grew rapidly, expanding across western Canada and then into the United States. Changing names to Daon in 1973, by the end of the decade the company was reputed to be the second largest developer in North America. Daon had projects throughout Calgary and was the biggest player in the Plan area, with four residential and two industrial subdivisions, including Horizon, and a shopping mall built by 1982. That same year, Daon went into receivership as a deepening North American recession brought on by high interest rates and energy prices took hold. Just over one half of

Horizon was built up, and the north half was not developed until the end of the 1990s. The landmark Sheraton Cavalier was one of the last projects completed before the recession. Owned and operated by a family-owned Saskatoon company, Cavalier Inns, as a franchise of the Sheraton chain, the hotel opened on March 21, 1983 with 251 rooms. The Sheraton had a three-story indoor water park, a first in Calgary and according to Cavalier, in North America.

Marlborough

The second subdivision built in the Plan area, the development of Marlborough began in 1967 and continued until 1976, with most of the area built up by 1974. The neighbourhood took its name from a borough and market town in England, which was associated with the eponymous British peerage. Also known as Calgary Marlborough, the suburb encompasses section 22 in township 24, Range 29, west of the 4th Meridian, bordered by Memorial Drive E, 16 Avenue NE, 36 Street NE and 52 Street NE.

The Dominion government granted patents to Alfred Edward Thompson for the NW and SW quarters of the section in 1901, and the NE to Edwin Hillman and the SE to Enoch Clemens, likely around the same time. Clemens, Hillman, and Thompson knew each other as they were all early arrivals in Calgary, and Clemens and Hillman had participated in moving buildings across the frozen Elbow River from Inglewood to the CPR townsite in 1884. Clemens was from Galt, Ontario and came to Calgary in 1883, and homesteaded on his quarter-section. He later became a wagon maker in Calgary, selling his farm in 1910. Little is known about Hillman, who ranched on his quarter with his brother and later relocated to British Columbia. Thompson was born in Richmond, Yorkshire and came to Calgary in 1884. He farmed on his two quarters until 1911 and relocated to the Didsbury area in 1926.

Thompson subdivided part of his SW quarter as Transcona in 1911, before selling both quarters to Calgary building contractor John C. McNeill, another early arrival in the city. McNeill subdivided the entire SW quarter under the same name and the NW quarter as Wardondale in 1912. Calgary insurance and real estate brokers J.K. Lee and John S. Arnold, a two-term alderman, bought the NE and SE quarters, subdividing them in 1911 as Louise Park and Elgin respectively, although real estate maps labeled the latter Winchester. After the collapse of the real estate boom, the section reverted to farmland and pasturage. Dairyman Charles Herbert Picton had his farm on the SE quarter from the mid-1920s until his death in 1942. Interestingly, rural directories listed Mrs. Bella Singer as the owner of the NW quarter, still subdivided, in 1927. A Jewish immigrant from Poland, Singer was credited with saving hundreds of Jews from the Holocaust by sponsoring relatives to come to Calgary in the 1920s and 1930s. Her son Jack Singer became a prominent real estate developer, financier, and philanthropist.

B.A.C.M Industries (originally British American Construction Materials) was the developer of Marlborough. B.A.C.M. was a family-owned Winnipeg construction company founded in 1951 that transitioned into real estate development across western Canada in the 1960s. In 1968, a Belgian multinational, Genstar, bought B.A.C.M. and through the 1970s became a major residential developer across North America. Marlborough was B.A.C.M.'s first residential project in Calgary. The developer marketed the subdivision to lower- and middle-income home buyers. The construction of Marlborough outstripped road connections and schools. The subdivision

was completed before Memorial Drive, and residents had to take the TransCanada Highway to 36 Street NE and 52 Street NE. As late as 1973, the school board bused elementary and junior high school students to the schools in Mayland Heights.

Marlborough is the site of one of two large regional malls built in the South McKnight Communities Plan area, located in the southwest corner of the neighbourhood at Memorial Drive E and 36 Street NE. As part of its original conceptual plan, B.A.C.M. had set aside thirty-nine acres for commercial development, including a shopping centre. Two Calgary real estate and construction entrepreneurs, Sam Hashman and Morris Kowall of Great West Equities and Kowall Holdings respectively, broke ground on the mall, known initially as Marlborough Shoppers Mall, in 1971. The grand opening was on March 28, 1972, with mayor Rod Sykes in attendance. Kowall was originally from Winnipeg, coming to Calgary in the early 1950s and going into the construction business, while Hashman was from Saskatoon and had founded Hashman Construction in 1950 at the age of twenty-one. The two had teamed up to build Westbrook, Calgary's first enclosed mall in 1964. Hashman went on to be one of Calgary's most prolific developers, building landmarks like the Centennial Planetarium as well as office towers and had interests across North America.

Woolco and Safeway were the original anchor tenants of the Shoppers Mall. Kowall and Hashman's interests became part of massive real estate investment firm Trizec Properties, and as subsidiary company Trizec Equities, expanded the mall in 1976. The expansion more than doubled the mall's footprint, with Sears as another tenant and a triplex movie theatre and was part of a larger development that included a five-story professional building and townhouses. Trizec renamed the mall Marlborough Town Square.

Marlborough Park

Marlborough Park was built on land the CPR claimed as part of the company's land subsidy: section 23, township 24, range 29, W4. Directly east of Marlborough, the neighbourhood occupies nearly the entire section with 16 Avenue NE, 52 Street NE, Memorial Drive E and 62 Street NE as its borders.

CPR sold the section, likely not long after getting the patent, but the property was not subdivided during the land speculation before World War One like much of the Plan area. Rural directories show that by 1918 it was the property of George O'Brien, and in the late 1920s, F.G. Giles. O'Brien was likely the real estate broker who set up his office in Calgary in 1906 and was active in selling farmland. He was born in Nova Scotia and passed away in Calgary in 1929. Giles is anonymous, but the section was used as farmland until its development.

B.A.C.M Industries, developer of Marlborough, also built out Marlborough Park. The company assembled the land for both at the same time and did preliminary design work as a unit, although it did not start building infrastructure in Marlborough Park until 1972, when the earlier neighbourhood was nearly finished. The initial plan for the two neighbourhoods made 52 Street NE a curvilinear boulevard instead of a straight section road. The final build did retain a southeast bend on 52 Street leading up to Memorial Drive E., which also meant -a small part of Marlborough was in section 23 and Marlborough Park. The updated Calgary Plan, released in 1971, added design briefs for different areas as part of the planning and approval process for

development, and the 1971 Marlborough Design Brief applied more to the later development of Marlborough Park than the earlier neighbourhood.

The first design for Marlborough Park included a golf course which was later amended to a large park, which gave the subdivision its name. The developer had initially intended Marlborough Park as the east half of a much larger Marlborough subdivision, but the community association objected to this, arguing that the population of the two districts together was too large and unwieldy, referencing the City's own guideline that 15,000 was ideal. The Marlborough Community Association wanted an entirely different name for the newer subdivision, but accepted Marlborough Park and street names that started with "Ma" and not "Mar" as in the earlier neighbourhood.

Marlborough Park also had two retail areas. Tristar Western, a new subsidiary of Trizec headed by Sam Hashman, the builder of Marlborough Town Center, developed the TransCanada Mall at 16 Avenue NE and 52 Street NE in 1974. Local architectural firm Abugov and Sutherland designed the 23-store enclosed mall, anchored by K-Mart and Loblaws when it first opened. The Eastport Shopping Center at 52 Street NE and Memorial Drive E was a strip mall with veterinarian clinic and other professional offices as well as retail businesses and was built around 1973.

Mayland Industrial Park

The namesake of Mayland was rancher, meat packer, and oilman Albert Henry Mayland (see Mayland Heights). Unlike the residential area immediately to the north, however, Mayland had not owned any of the land making up the industrial area. Consisting primarily of the NE and part of the NW quarter of section 13, township 24, range 1, W5, the area was originally CPR property, claimed as part of the company's land subsidy.

Unlike most of its claimed land in the Plan area, CPR held on to the NE quarter. The company did sell the section of the NW quarter that later became part of Mayland. In 1907, realtor Roderick W. MacDonald subdivided the parcel between the NE quarter and the CPR rail line in Nose Creek, and it became known as MacDonald's Estate. Several businesses and homes were built beside the creek before the First World War, where Deerfoot Trail is now located. The NWT government had also built a road in 1897 through the Estate and across the escarpment in the CPR's section, called the Blackfoot Trail. Memorial Drive E would replace this road in 1969.

The Blackfoot Trail was also the road to the Nose Creek landfill that the City established in 1924 in a coulee on the east side of the valley that went as far as the northern boundary of section 13 (now Centre Avenue E), between contemporary 17 Street NE and 18 Street NE. Initially, City crews burnt most of the garbage but later began to bury the waste, filling in the coulee by the 1950s. Part of Mayland was built on top of the old landfill.

Marathon Realty, CPR's land management and development company, developed the industrial area beginning in 1958. The Firestone Tire and Rubber Company of Canada, a subsidiary of the U.S. parent, bought fifty acres as the site for an estimated eight-million-dollar manufacturing plant, the third in Canada. Firestone had extensively canvassed western Canada before choosing Calgary. The Firestone plant was an example of the kind of substantial manufacturing

operation the City wanted to attract with its industrial policy, and along with the Meridian Industrial Estate, developed at the same time, established the northeast as an area for industrial subdivisions. The tire plant opened in 1960, the ceremony attended by four Firestone brothers, including Harvey Firestone, chairman of the corporation. The water tower for the factory, which is still extant, became a landmark.

The City, however, opposed CPR's plan to build a spur line to service the Firestone plant and the Meridian Industrial Estate, due to the level crossing necessary on Barlow Trail SE, which was at that time still Highway 2. The City Administration preferred a spur from the CNR's main line through Forest Lawn. The dispute went to the federal board of railway commissioners, who ruled in CPR's favour and railway built the line in 1959. The board's decision benefited the City in the long run as a CNR spur would have likely complicated the future construction of Memorial Drive E and the northeast LRT line.

City Administration had also been less than keen on the development of the rest of the Mayland industrial area. The chief planner for Calgary, A.G. Martin was concerned the industrial area would leave the residential areas of Belfast and Mayland Heights isolated enclaves. The Calgary Planning Commission recommended against rezoning the area as future industrial rather than future residential but was overruled by City Council. Marathon started developing the industrial area in 1964, proceeding in phases, and quickly attracting a paper bag factory and a new warehouse for the Alberta Liquor Control Board.

The build-out of the industrial area continued into the 1980s. The Firestone factory closed in 1978 and was partially demolished. The recession that started in the early 1980s derailed a proposed commercial development touted as a "mini-downtown" with multiple high-rise towers, and most of the Firestone site remains vacant brownfield. In 1981, the Calgary Herald occupied the newspaper's new state-of-the-art suburban building, an iconic, sprawling red brick building with a commanding location on the edge of the escarpment overlooking Deerfoot Trail. Calgary architect Fred Valentine, who had designed the downtown Nova tower and the headquarters of the Toronto Sun newspaper, toured U.S. newspaper plants in preparation.

Mayland Heights

Mayland Heights took its name from Alfred Henry Mayland, rancher, oilman and meat packer, who owned much of the land in the future subdivision. Born in Minnesota in 1874, Mayland worked as a ranch hand and miner in Montana before starting a horse-trading business, which brought him to Alberta around 1905. He established a ranch near Nanton and a livestock commission business, moving to Calgary three years later. He was one of the founders of the Alberta Stockyards and in 1926 moved into the meatpacking business, buying a small abattoir in the Nose Creek Valley and expanding it as the Union Meatpacking Company. Like Senator Patrick Burns, Mayland acquired farms and ranches to feed the meatpacking business, with his holdings numbering several hundred thousand acres. Mayland also became an oilman, establishing Mercury Oils and drilling several producing wells in Turner Valley before setting up an oil and gas distribution company and a refinery, operating over 700 service stations in Alberta and Saskatchewan. He raised show and racehorses as a hobby and often relaxed by riding on the land he owned above Nose Creek.

Mayland's Estate, as his land above Nose Creek became known, was in section 24 of township 24, range 1, W5. A collection of ranchers from the Jumping Pound area west of Calgary took most of the section as homestead land around 1902. Cecil E. Byron, John W. Bateman and James Henry Wood, all of Jumpingpound, had the NW, NE and SE quarters, while John McLaurin, a Springbank farmer, had the SW quarter.

They did not hold onto the homesteads for long. A Springbank rancher, Thomas H. Cullen purchased the NE quarter and nearly all of the SE quarter and registered the Fairview subdivision in 1908. Cullen had come to Calgary in 1886 and established a ranch on the Elbow River, later moving to the Rockyford district. The following year, Margaret L. Munro subdivided the NW quarter as Belfast, after Belfast, Northern Ireland, where she had been born around 1858. Munro had immigrated to the United States, marrying John Munro in New York and settling in Springbank in 1900. The Dominion Meat Company purchased the SW quarter, setting up the abattoir later bought by A.H. Mayland near Nose Creek, but also registering a small residential subdivision, Morris Place, on top of the escarpment in 1912.

Unlike other areas of the South McKnight Communities subdivided during Calgary's early real estate boom, Mayland Heights had some residential buildings. City directories listed forty households in Belfast in 1914, including the Munros, which 1924 air photos show scattered through the subdivision. None of the subdivisions had any city services and the public-school board rejected a residents' petition in 1914 for a school.

The Mayland Heights area lay within the 1910 annexation. The City of Calgary became the owner of the undeveloped land in Belfast and in 1958, the City filed a new plan for the subdivision and began servicing the lots and building streets. The City earmarked the district for lower-income housing that was much needed in Calgary, with building lots sold at a discount. This decision, as well as the natural topography of the area as flat prairie and the City's desire to establish a zone of industrial subdivisions in the airport vicinity, influenced later residential development in the Plan area. Lots went on sale in September of 1958, initially to members of the public and then after two weeks, to contractors. Belfast was one of the last residential areas the City developed.

A.H. Mayland had bought the rest of the section including the Dominion abattoir, which he sold to Swift Canada in 1946, retaining most of the land. After his death, the trustees of Mayland's estate managed the land on behalf of his heir, daughter Betty Mayland Ellis, who had married an American and lived in Massachusetts. Not dissuaded by the beginning of industrial development nearby, to the south with the Firestone tire factory and on the east, the Meridian industrial subdivision, Carma Developers and the Mayland estate started building a residential neighbourhood in 1962.

Mayland Heights had all the characteristics that defined residential suburbs up to the present day: limited access points from surrounding arterial roadways with an internal street network not built on a grid; reserve lands for schools, parks and playgrounds, and a retail commercial area for the immediate needs of residents. Carma first established a show home area for the builders involved in the development and proceeded to develop the neighbourhood in phases, which became standard practice for new residential suburbs. Although the City had targeted

Belfast for lower income housing, Mayland Heights had a selection of bungalows, ranch and split-level designs for typical middle-class buyers and similar homes found in contemporary subdivisions in other parts of the city.

Mayland Heights is the location of two of the five identified heritage resources in the South McKnight Communities. Canada Safeway built a store anchoring the Mayland Heights Shopping Plaza, a small strip mall in the centre of the neighbourhood, in 1963. Presently an independently owned supermarket, the former Safeway is a well-preserved example of modernist retail architecture, with the distinctive gull-wing roof and glass front elevation the chain used for its “marina-style” stores across North America in the 1960s. The second is Mayland Heights Elementary School, built in 1968. Designed by award-winning Calgary architect Gordon Aitkins, the school was one of the first in the city to use open concept classrooms and brutalist architecture. A modern style that used extensive concrete construction, brutalism often had varied and complex massing and geometric shapes to create landmark buildings, such as the Mayland school or the Calgary Centennial Planetarium, now the Contemporary Calgary galleries. Aitkins was born in Calgary, studied architecture at the University of Washington, and founded his own architectural firm in his hometown in 1962.

Carma’s Mayland Heights buildout was completed by 1969. The southern strip of the section, not part of the residential subdivision, was developed as part of the Mayland industrial area in 1967. An area overlooking Deerfoot Trail, originally left as a greenfield buffer, was developed in the late 1970s as commercial real estate, and in the same period a new residential developer built single-detached residences in the large buffer zone along 16 Avenue NE and Barlow Trail NE, also initially left undeveloped. Belfast continued to have its own separate identity until at least the early 1980s, but the name has fallen out of use, and the subdivision is now considered part of Mayland Heights.

McCall Industrial Park

The City of Calgary developed the McCall subdivision starting in the late 1960s. The district consists of two parts: an industrial park in the east half of section 35, township 24, range 1, W5, and a city-owned golf course in the west half of section 36. McCall took its name from McCall Field, the original name of the Calgary International Airport, and war hero Freddy McCall. An ace credited with 35 confirmed aerial victories in the First World War, McCall was later a bush pilot and founder and president of Alberta’s earliest air service.

Section 35 was part of the CPR land grant, with the company getting the patent to the north half in 1898, and the SW and SE quarters in 1900 and 1901. The railway sold the east half to William Miller. Born in Greenock, Scotland around 1859, Miller immigrated to Ontario at the age of twenty and farmed there for several years before going west and joining a CPR construction crew. He first arrived in Calgary in 1883 and was present at the driving of the last spike at Craigllachie, British Columbia in 1885. He was the chef at the Alberta Hotel for several years before homesteading in Nose Creek and becoming a dairy farmer. His land east of Nose Creek, in the Plan area, was part of Miller’s Dale Dairy Farm.

The NW quarter of section 36 went to Frank J. Claxton in 1889, and the SW to Joseph W. Bannerman in 1892. Claxton likely bought his quarter as an investment. He opened a bakery in

Calgary in 1885 and built the first curling rink in the town, a rough-hewn affair on Angus Avenue. Claxton later left for Prince George in northern British Columbia. Joseph Bannerman was another pioneer, arriving in Calgary in 1883. Born in Scotland in 1851, Bannerman came to Canada while still a teenager, living in Ontario before going west to Edmonton in 1882. He opened a tobacco shop and then a flour and feed store in Calgary but applied for a homestead in 1888 and took up ranching. Bannerman was elected as one of the City of Calgary's first councillors in 1894 and was also a member of the NWT legislative assembly from 1894 to 1898. He retired to Banff around 1912.

Most of McCall was subdivided in the land speculation before the First World War. The area became part of Calgary with the 1910 annexation. William Miller subdivided his two quarters in 1913 as Lakeview Heights, referring to the large prairie slough now called McCall Lake. August Fisher (see Horizon), a farmer with extensive holdings in the area and the then owner of the NW quarter in section 36, subdivided it as an unnamed plan in 1911, with block 4 further subdivided as North East Parkdale the following year. In the early 1920s, 41 Avenue NE was built diagonally across the NE quarter of section 35 Avenue NE to 48 Avenue NE, and later McKnight Boulevard NE, part of the route of the highway to Edmonton.

The City purchased the McCall lands for industrial development, part of an east-west belt on the south side of the airport acting as a buffer for residential areas. The City had already expropriated part of the NW quarter of section 36 in 1964 to reroute McKnight Boulevard NE to the south, with the parcel left undeveloped. Even before the City registered the subdivision of the first phase of McCall in 1968, directories show several businesses were established along 48 Avenue NE, including Spartan Air Services and an Atco Trailers manufacturing facility. The City began installing infrastructure in earnest in 1970 after the rest of the area was rezoned from agricultural to industrial. The industrial area was largely built out by 1979, with Deerfoot Trail, McKnight Boulevard NE, and 32 Avenue NE, a new four-lane boulevard, as the west, north, and south borders, respectively.

The City built an 18-hole public golf course east of the industrial area, which opened in 1981 as McCall Lake. The parks and recreation department advocated for a golf course in the northeast in 1967 and the area immediately south of the airport was tentatively identified as ideal as the course would not interfere with airport operations. The City put money into the 1968 budget for the course but then delayed construction for several years. The project proceeded after city council passed a bylaw in 1972 to establish an airport control zone that excluded residential development. The city commissioners authorized design work for the course in 1975. Initially, the parks department wanted to reserve thirty acres on the east side for a cemetery, and there was also discussion about building a multi-sport recreation centre at the location. The recreation centre did not materialize, but the parks department leased the land originally reserved for the cemetery for multiple slow pitch and softball diamonds.

Meridian

The Meridian industrial area was the first subdivision developed in the South McKnight Communities, beginning in 1955, six years before Calgary's 1961 annexation. Meridian Investments purchased and initiated the development of an industrial area, which was

completed by a different owner. The area takes its name from the 5th Meridian of longitude, which was the western border of the subdivision.

Meridian occupied most of the west half of section 21 in township 24, range 24, W4 and the NW quarter of section 16 to the south, with Memorial Drive E later becoming the south border of the subdivision. As with the adjacent Franklin subdivision, the west half of section 21 was CPR land while the patent for the NW quarter of section 16 went to Colonel James Walker, who also purchased all of section 21, adding to his considerable real estate holdings in and around Calgary. Walker had been a legendary officer of the North-west Mounted Police and then a successful businessman after retiring from the force (see Franklin). Walker did not subdivide his holdings during the land speculation before 1914. K.A. Anderson and Peter Peterson, the two Danish dairymen who farmed the future Franklin industrial area, also bought the west quarters of section 21 from Walker.

J. Angus McKinnon was the most prominent investor behind Meridian Investments. Born near Langdon, Alberta, McKinnon called himself a farmer and had a large farm near Dalemead, Alberta, until retiring in 1954, but his business interests were much more extensive, including a feedlot operation and real estate development. McKinnon was a president of the Calgary Chamber of Commerce, a director of the Calgary Exhibition and Stampede, a governor of the University of Alberta and was instrumental in the founding of the Olds Agricultural College, as well as an avid traveler and author of several biographies.

For the Meridian development, McKinnon and the other investors worked with C.H. Noton, a Calgary real estate broker. The partnership acquired the land for Meridian Industrial Estates in 1955 and started grading the site the following year. The planned 300 acres was expanded by another 460 acres when an unidentified “national investment group” joined the project. This additional land was likely the other half of section 21, which became the Franklin industrial area. The initial subdivision plan for Meridian, comprising the west half of section 21, was registered in 1957.

The development of Meridian was delayed due to controversy over the provision of utilities. The area was outside the city limits until 1961 and Meridian Investments were able to negotiate for utilities from the nearby Town of Forest Lawn. Work on the subdivision began in earnest in 1959. By this point, the Athabasca Valley Development Company took over the project, although it is unclear to what extent Meridian Investments was still involved. Entrepreneur Frank Ruben had set up Athabasca as part of a project to build a pulp mill and townsite in Hinton, Alberta. Frank’s son Robert oversaw the Meridian development and would later initiate the development of Franklin industrial area. In the early phases, CPR extended the spur line it had built in 1959 to service the Firestone factory in Mayland into Meridian.

The southern tip of Meridian between Barlow Trail SE and Memorial Drive SE did not become part of the initial industrial park. The Canadian Theatres chain built the Stampede Drive-in on the site in 1968. The 1100 stall theatre was the first in Canada to be hard surfaced and had a steep pitch to allow unobstructed views of the screen from each row of cars. The opening double bill was *the Carpetbaggers* with George Preppard of A-Team fame and *Nevada Smith* starring Steve McQueen. The theatre closed in 1979, and Melcor Developments bought the land

for a large high rise commercial and residential development called Panorama 360, however the recession of the 1980s halted the Panorama project, and the parcel was not developed until the late 1990s.

Monterey Park

The last residential area built in the South McKnight Communities, Monterey Park was also unusual in stretching across two sections of land, comprised of the west halves of section 25 and 36 in township 24, range 29, W4. The odd numbered section was reserved for CPR, and the company duly applied for the patent to all four quarters in 1904. Interestingly, the SW of the other quarter was also granted to the CPR, while Troward Earnest Baldwin, Frank Hjalmar Anderson and the company shared the NW quarter. Baldwin was born in Shepherds Wells, England, and had immigrated to St. Thomas Ontario in 1893, coming to Calgary in 1905 and homesteading. He gave up farming to become a painter and decorator in the city. Nothing is known about his neighbour, Frank Anderson, although his middle name implies he was of Scandinavian descent.

The Monterey Park area had one subdivision predating its modern development. In 1912, Baldwin registered an unnamed plan for most of the NW quarter of 36. By 1918, all of section 25 and the part of section 36 became part of the agricultural holdings of Wesley Hoople, who also owned two quarters in the Temple area (see Temple). In 1961, American interests bought the property as part of major land assembly in the area east of the airport, intended for a rumoured satellite city. Two members of Johnson family, of the multinational Johnson and Johnson corporation, bought most of the land in section 25 and 36. William Averrel Harriman and his brother Edward purchased the remainder. Sons of railway tycoon E.H. Harriman, the brothers made another fortune in banking and diversified into other businesses. Averrel Harriman was chairman of the Union Pacific transcontinental railway in the 1930s and went into politics, serving the Roosevelt and Truman administrations as a diplomat and as Secretary of Commerce, and elected to a term as governor of New York State as well making two runs at the presidential nomination. He was involved in nearly all of the major post war foreign policy initiatives of the U.S. into the late 1960s.

The City's 1961 annexation was intended in part to avoid the growth of satellite cities on Calgary's outskirts. Monterey Park was just outside the east boundary of the annexation. In 1974, Rideau Investments and the N.B. Cook Corporation, an American real estate company, applied to have six sections of land east 68 Street NE annexed, including Monterey Park.

Transportation engineers had proposed the 68 Street NE alignment should be the route of a future freeway and part of a ring road for the city. It later became an arterial for the subdivisions to the west, and the freeway route moved further east. At the time of the annexation application, the City and the province had started planning the freeway and the province had established a transportation and utilities corridor for the roadway, which cut the sections east of the city limit in half. An additional complication were the sour gas wells and pipelines just east of the proposed addition, which lay within a zone the province had identified as high-risk in the case of a hydrogen sulfide leak.

After a deal was struck between developers in the northeast and the owners of the sour gas facilities for their removal, the City approved two small annexations, in 1979 and 1983, that allowed Monterey Park's development. These were followed by a large annexation in 1989 that included a section wide strip along the east side of the city boundary, which brought all the area of Monterey Park into Calgary.

Qualico Developments had been the prime mover of the small 1983 annexation, which encompassed the NW quarter of section 25, which the company had bought. Qualico registered a subdivision called Burlington in 1983 and built show homes. The developer's original intent for the area was affordable housing and Qualico originally planned a 280-unit mobile home park at the corner of 16 Avenue NE and 68 Street NE. Qualico decided to move the mobile home park adjacent to 32 Avenue NE and the development began in 1984.

After building the mobile home park, Qualico then changed tack with Burlington, renaming it Monterey Park in 1986 and pitching it with a Californian theme. Qualico registered new subdivisions for NW quarter of section 25 in 1987.

The severe recession Calgary suffered in the 1980s mostly stalled building in Monterey Park for several years. A new development company, Aurora Properties, took over much of the project from Qualico in 1990. Company president Adnan Bakir had previously founded Descon Homes. Aurora maintained the existing focus for Monterey Park and the company's first 120-acre phase, Aurora Monterey, introduced a radical new approach with housing, mandating rear lane garages and front porches. Bakir aimed to create more aesthetic streetscapes and more connection among residents. It was an early example in Calgary of New Urbanist design, which often took cues from older, historic districts to combat the monotony of more contemporary suburbs and create more walkable, diverse neighbourhoods. The buildout of Monterey Park continued through the 1990s and was completed by 2001, and included Monterey Square, a retail area in the community's southwest which opened in 1993.

North Airways

North Airways began development in the early 1970s as Airways, a privately owned industrial subdivision. The bitter dispute that arose between the residents of nearby Vista Heights, the developers, the City, and the Alberta Livestock Coop over the latter's proposed livestock market in Airways, the Agrimart, led to protests from homeowners leading to the City's purchase of North Airways and concessions to local residents.

North Airways consists of most of the NE and all of the SE quarters of section 36, township 24, range 1, W5. Duncan Campbell Robertson obtained the patent to the SE quarter in 1886. Originally from Ontario, Robertson was the government agent on the Cree reserves near Wetaskiwin before starting a cartage business in Calgary in 1886. William T. Ramsay and F. William Padmore obtained the patent to the NE quarter in 1888. Ramsay had come to Calgary in 1883 as the agent for the North West Land Company and broker for two insurance companies. Padmore had worked for the I.G. Baker Company before purchasing a grocer in Calgary in 1886.

Calgary businessmen Vital Raby and Philieas Laurendeau owned the two quarters during the real estate boom before the First World War. Francophones originally from Quebec, Laurendeau arrived in Calgary in 1902 and Raby in 1909, and the two became partners in the Calgary Wine and Spirits Company, a liquor wholesaler and several other businesses, and had interests in coal mining and property. Laurendeau was a founder of Alberta's first credit union, Caisse Populaire St. Famille, in 1934. The two quarter sections, known as the Raby and Laurendeau acreage, were not subdivided until becoming part of the industrial area.

Airways Industrial Park Ltd. bought the land to develop an industrial subdivision, congruent with the City's policies to create a non-residential zone around the airport and encourage economic diversification. Norman Truth, who had been involved in the formation of Kelwood, one of Calgary's first large scale developers and a founder of the Urban Development Institute, which represented the development and construction industry, was one of the investors behind the company. Development approval for the co-op's livestock market in 1972, on thirty acres at the southeast corner of Barlow Trail NE and 32 Avenue NE, caused concern in the nearby community of Vista Heights. Residents were concerned that odours from the facility (incorrectly identified as a stockyard), increased heavy truck traffic, potential collisions between aircraft and birds attracted to the proposed facility, and the possibility that the Agrimart would be followed by feedlots and meat processing plants. The disagreement continued for nearly a year before the City came up with a solution, offering to buy Airways and relocating the Agrimart further north to McKnight Boulevard NE and Barlow Trail NE. Now the developer, the City subdivided the first phase of Airways in 1973 and began selling sites that year after installing the infrastructure. In 1977, the City moved the section of McKnight Boulevard NE from 19 Street NE to Barlow Trail NE further south as part of a realignment of the avenue. The land severed from the rest of section 36 became a new industrial area in the 1980s (see Pegasus).

The end of the Agrimart disagreement was not the end of development conflicts over Airways and the immediate vicinity. The developer wanted to build a seven-story, 142-room hotel, and was one of a number of large hotels built in the 1970s and early 1980s in the Plan area to primarily serve business travelers. Although the proposed hotel was roughly 2.5 kilometres from the edge of Vista Heights, the council opposed it on the grounds that all nearby development be frozen until the City prepared an overall plan for the communities. The Calgary Planning Commission, however, approved the hotel, which opened in 1977 as the Port O'Call Inn.

Pegasus

The smallest of the areas making up the South McKnight Communities, the Pegasus industrial subdivision was essentially part of North Airways hived off by the realignment of a section of McKnight Boulevard NE to south of the previous right of way.

48 Avenue NE had originally followed the section and township line from the edge of the Nose Creek escarpment eastward. In 1964, 48 Avenue NE between approximately 15 Street NE and 19 Street NE was rerouted south several blocks due to airport operations, forming a U-shaped dip in north half of section 36. Around 1977, as part of a major rebuilding of McKnight Boulevard NE, the section from 19 Street NE to Barlow Trail NE, in section 33, township 24, range 29, was

moved south before angling back to the original line east of Barlow Trail NE, making the dip larger.

Pegasus is nestled between McCall Way NE, McKnight Boulevard NE and Barlow Trail NE. The City owned the land and began installing two roads, Pegasus Road NE and Pegasus Way NE, around 1982 with rough grading but did not pave them with gutters and curbs until 1985. The first lots went on sale that year. With a Loomis Courier depot slated for construction, the new industrial area was greeted as proof that Calgary was starting to emerge from recession. In reality a further decline in oil prices deepened the downturn and Pegasus was mostly undeveloped until the 1990s.

The Properties

The Properties was the most ambitious development undertaken in the South McKnight Communities Plan area. Starting in 1973, Vancouver-based Daon Development built a master planned community consisting of four distinct residential subdivisions intended for 50,000 residents, with an adjacent industrial-commercial district containing a large regional shopping centre. The development had a Rocky Mountain theme, with three neighbourhoods named after peaks, Rundle, Temple and Whitehorn, and the other Pineridge. Although not specifically part of the Properties, the Sunridge industrial and commercial subdivision and Sunridge Mall was part of Daon's planning for the development, providing extensive commercial and retail services for residents. The Properties was approved under the City's 1972 Airport Design Brief.

Vancouver businessman Jack Poole cofounded Daon in 1964 as Dawson Development. The company expanded rapidly outside of British Columbia in the early 1970s, becoming the second largest real estate development firm in North America by 1980, building office towers, apartment complexes, and shopping malls as well as residential and industrial subdivisions. Calgary was one of Daon's major markets, with projects in every sector of the city. Like other fast-growing real estate companies of the 1970s, Daon accumulated a large amount of debt and was caught in a double squeeze when central banks raised interest rates drastically to control persistent inflation, causing a recession in North America that also impacted land values. By 1982 the company was insolvent, and the remnants bought in 1985. The Properties was close to fully developed before the company's demise.

Although Daon was the prime developer of the Properties, other companies, such as Carma Developers and Qualico Developments, were also involved. The precise arrangement between the different developers is not presently known, although it seems clear that Daon had control of the overall design of the area. The Properties were intended primarily for middle-income homeowners and were predominantly detached, single family residences, but included starter homes, usually smaller bungalows, and multi-residential homes – townhouses, apartments, duplexes – that brought the Properties density up to the City's desired 22 persons per acre. The layout of the four subdivisions was generally standard for the time, but with some additional features. Daon imposed design and colour controls, including varied setbacks and mixing home styles to make streetscapes less monotonous. Calgary landscape architect Len Novak's initial plans also had a network of interconnected parks through the four areas, although this was only

partially realized. Daon also funded and built community halls in each neighbourhood, ready for occupancy even as the district took shape.

Central to the Properties, so to speak, was a town square concept: services, retail and recreational, serving as a hub for the entire development. Daon worked with city planners on a recreational and shopping area that included city facilities such as a library, health clinics and social services offices. The city-built and owned Village Square Leisure Centre was a multi-purpose facility that included North America's first indoor wave pool, a water park, gymnasium, weight rooms and ice rinks. It was a first for Calgary and the City considered it as a prototype for other areas. An adjacent professional building contained offices for health and other agencies, while Calgary Co-op built the Village Square mall, with one of its own grocery stores as the anchor. Although originally intended to be at the centre of the four neighbourhoods, the actual location Village Square was offset to the southeast at 56 Street NE and 26 Avenue NE in Pineridge.

The leisure centre opened in January 1983 costing \$22 million. Although the centre was a considered a success, the City built only one other similar facility, Southland.

Pineridge

Daon's mountain name scheme for the Properties was straightforward except for Pineridge. There is no peak in the Canadian Rockies named Pineridge, although there is a Pine Ridge trail in the Sandy McNabb cross-country ski and equestrian area in the foothills south of Calgary, which does traverse a ridge. The district almost had another name and on the eve of development, the area, which early residents called Pleasant Ridge despite being pan-flat prairie, was nearly called Ronning Ridge, after Canadian diplomat Chester Ronning. The residents already in the area preferred Ronning Ridge, as did Carma Developers, which was developing a large portion of the subdivision. The board of city commissioners, who cleared developers' community names for city council's final approval, were clearly mystified by all these options, and suggested Sunwapta - a peak near Jasper - as more fitting to the Doan scheme. Doan maintained that Pineridge had been carefully chosen and already marketed, and Pineridge was ultimately selected as the name.

The subdivision used the entirety of section 26 and is bounded by 52 Street NE, 68 Street NE, 32 Avenue NE and 16 Avenue NE. The Hudson's Bay Company took all but the NE quarter in 1886 as part of its land grant. A Swedish immigrant, August Peterson, homesteaded the open quarter, likely getting the patent around 1902 when he arrived in the area. Peterson had come to Canada as a child of twelve and grew up in Gravenhurst, Ontario before coming west to farm. He subdivided his land in 1911 as the Inter-Railway Subdivision. Peterson gave up farming in 1922 and set up a grocery and confectionary in the village of Forest Lawn.

Three real estate men, D.B. Niblock, A.M. Grogan, and George F. Tull, subdivided the rest of the section. The south half was Vernon Acres, while the NW quarter was registered as an unnamed subdivision, although some maps showed this quarter as part of the Vernon Acres. Born in Somerset, England, Grogan went to sea as a youth in the merchant marine, which eventually brought him to San Francisco in 1886 and Calgary in 1887, where he joined the NWMP, serving for five years. After working as an accountant, Grogan went into real estate.

Niblock was the son of CPR divisional superintendent J.N. Niblock, namesake of a mountain overlooking Lake Louise, Alberta. He had come to Calgary as a CPR ticket agent in 1905 but left the following year to join Grogan and Ellis, later relocating to Toronto and working for the CNR. Tull was the late comer in 1907, an agent for American investors buying and selling agricultural land. He later had a brokerage firm, Arden and Tull, and was a director for Freddy McCall's Great West Airways.

Pineridge remained farmland until it was developed. Interestingly, as the debate over the name indicated, Daon did not necessarily control all the land in the Properties, with Carma having a large interest in Pineridge – 170 acres comprising the SE quarter, on which the developer wanted to build 600 homes. Carma advertising, in fact, implied Pineridge Properties was a Carma development. Home builders Qualico and Cairns also acted as developers for parts of Pineridge.

Construction of the community started simultaneously with Rundle, with the subdivisions of the first phases registered in 1973. The build-out continued until the end of the 1970s. The Village Park Leisure Centre was built in Pineridge, at 56 Street NE and 26 Avenue NE, not quite in the centre of the Properties as originally envisioned. Pineridge was also the site chosen for the first public board high school in the northeast of Calgary, Lester B. Pearson, opening in 1990.

Rundle

Rundle was named for Mount Rundle, which towers above Canmore and Banff, and was the southwest neighbourhood of the four Properties, occupying section 27. The community's boundaries are 36 Street NE, 52 Street NE, 32 Avenue NE, and 16 Avenue NE.

CPR received the patent to the whole section in 1904. Alfred E. Thompson, a farmer who had homesteaded two quarter-sections in Marlborough, purchased the east half of section 27 from the railroad. Born in Richmond, Yorkshire, Thompson had immigrated to Canada around 1884 and arrived in Calgary in 1887. Another farmer, Robert W. Begley, bought the SW quarter. From Brockville, Ontario, Begley came west in 1888 and operated a shoe store in Calgary before taking up farming in 1903. Begley and Thompson both subdivided their land in 1911, hoping to take advantage of real estate speculation. The SW quarter became Chesterfield, while the NE and SE quarters made up an unnamed subdivision of acreage allotments. Thompson moved into Calgary after the subdivision, although he may have still been farming the property. He relocated to the Disbury area in 1926.

As with most of the South McKnight Communities, Rundle remained farmland until Daon assembled the land for the Properties and began development. The company built the infrastructure in eight phases, with the subdivisions for the first three phases registered in 1973. Construction started immediately with around 300 homes underway by year's end. Daon registered the plan for the final phase in 1976. As with the other sectors of the Properties development, Rundle illustrated all the standard features of suburb design and reflected the City's higher density requirement, of 22 persons per acre, and a new policy of requiring up to twenty percent of homes to be in higher density townhouse or condominium developments. The west side of Rundle was all multi-residential, attached dwellings, creating a wide buffer with 36

Street NE. As part of the company's more collaborative approach to developing community, Doan built a hall for the community association before it had even formed.

South Airways

Bordered by Deerfoot Trail NE, 32 Avenue NE, Barlow Trail NE, and 16 Avenue NE, South Airways consists of the NW, NE and part of the SE quarters of section 25, township 24, range 1, W5, and part of the NE quarter of section 26.

The NE quarter in section 26 was claimed as a homestead in 1890 by George Murdoch, Calgary's first mayor. Born in Scotland, Murdoch had emigrated with his family to New Brunswick in 1854. He went to Chicago in 1871, learning the saddle and harness making trade before coming to Calgary in 1883 and opening a shop. Murdoch was elected mayor in 1884 and in 1886. Murdoch joined a number of other early citizens who took homestead land in the Nose Creek valley.

The area became part of the City of Calgary with the 1910 annexation. Land speculation started even earlier. In 1907, four real estate investors including John Steinbrecker, Robert Colgrove and W.S. Lazier subdivided part of the NW quarter in section 25 as Balfour.

A different pair of investors registered the subdivision of Delmar in 1911, covering part of the NE quarter of section 25 and resurveying a small section of Balfour. Langside was surveyed south of Delmar, and Norbury south of Langside. Dr. Anson Donaldson was one of the owners of Langside. A veteran of the Boer war, Donaldson commanded the First Field Ambulance Corp in the First World War, with the rank of Lt. Colonel and awarded the Distinguished Service Order. He was head of the Colonel Belcher Hospital in Calgary after the war before joining the CPR liner Empress of Russia as medical officer, becoming the chief medical officer of the CPR fleet. Three brothers from North Hampshire, England, Charles, Herbert and Percy Bailey, subdivided the SE quarter in 1912 as the Kitsilano Addition. Herbert came to Calgary in 1903 to ranch, likely on the quarter, moving north near Airdrie after the subdivision. Margaret Murdoch, widow of George, subdivided their quarter in section 26 as East Mount Pleasant in 1912.

The South Airways industrial area remained farmland until the 1960s. Carma Developers built the residential neighbourhood of Vista Heights in the SW quarter of section 25 in 1961 and 1962. Concerned at the potential for conflict over aircraft noise between residents and the airport if Vista Heights expanded north past 24 Avenue NE, the City refused planning permission for other proposed, higher-density residential developments north of this line. In 1971, City Council passed a special airport zoning law, limiting land use to industrial in the belt of lands between the 16 Avenue NE and McKnight Boulevard NE between Deerfoot Trail NE and 36 Street NE. The City became the developer of South Airways industrial area and agreed to create a wide buffer of parkland, severely limit road access from the industrial area to the residential area, and register caveats on the South Airways lots preventing certain industrial uses likely to create noise, odour, or dust issues.

The City began subdividing the land for South Airways in 1974. A park with baseball diamonds was added to the east-west parkland belt acting as a buffer for Vista Heights. Like other industrial subdivisions in the Plan area, South Airways was only partially built out before the

recession of the 1980s began. Much of 32 Avenue NE through South Airport has seen retail and commercial development, as is common on the other major thoroughfares in the Plan area.

Sunridge Industrial Park

Sunridge occupies Section 28 in township 24, range 29, W4. It was one of the last industrial-commercial subdivisions to start development before the end of the 1970s boom, although the area was largely vacant until the economic recovery of the 1990s.

George G. Murdoch, son of Calgary's first mayor, homesteaded the NE quarter around 1890, while George D. Hamilton received the patent for the SE in 1891, David Stevenson the SW and Francis John Jackson the NW in 1890. While nothing is known of the other homesteaders, Murdoch subdivided his land as Balaclava Heights in 1911 to take advantage of the land boom and relocated to Crossfield, Alberta, where he farmed until he retired. Albert C Johnson subdivided the SW as Manitou Park in 1910. From Minnesota, where he had been a furniture dealer and then a banker, Johnson came to Calgary in 1907 and pursued different business opportunities. A W.G. Harris subdivided the NW as Highgate in 1912, while the SE quarter was not subdivided.

The Daon Development Corporation was responsible for the Sunridge industrial and commercial subdivision. The property development and investment company quickly expanded across western Canada and into the United States, becoming Daon in 1973 and the second largest developer in North America by the end of the decade. Daon was one of the most prominent developers in the Plan area, with four residential subdivisions and the Horizon industrial area as well as Sunridge. The Properties, consisting of Pineridge, Rundle, Temple and Whitehorn, were planned as a unit. The large commercial component of Sunridge, particularly a regional mall, was part of Daon's master plan for its northeast properties.

The company consulted with the 25-24 Council, which represented the residents of Mayland Heights and Vista Heights, about the Sunridge plans. Daon successfully applied for rezoning for the proposed mall with widespread support from the Plan area residents, despite planning commission concerns over an oversaturation of retail for the region. The commission turned down another large mall proposal just outside the Plan area at Memorial Drive E and 36 Street NE.

Daon registered the first subdivision for Sunridge in 1973 but subdivided the majority of the section in 1980 and 1981. Sunridge Mall was the focus of early development. Daon announced construction would begin in 1980 on the 77-acre centre and crews broke ground in May 1980. The mall welcomed the public on August 19, 1981, with a crowd estimated between 6,000 to 10,000 waiting for the opening. Woodward's and Eaton's were the anchor department stores.

Daon reserved land for a mall expansion projected for the late 1980s but the recession that began at the beginning of the decade ended most commercial and industrial development in Sunridge for nearly ten years. Property developers such as Daon were especially vulnerable, having high levels of debt, payments on which ballooned with a drastic increase in interest rates to control inflation, and large inventories of land that now lost value and would remain

undeveloped for the near future. Daon was essentially bankrupt by 1982, and Bell Canada Enterprises acquired the company in 1985.

Sunridge had one landmark project in the 1980s with the construction of the Peter Lougheed - Centre. The provincial government announced plans for a hospital in northeast Calgary in 1979, in response to the rapid growth of the area and as part of a province-wide expansion of health care facilities. Although delayed several years as government finances also deteriorated, the province called for tenders in 1984 and began construction in 1985. Named after Alberta's premier from 1971 to 1985, the Peter Lougheed opened in 1988 with nearly 500 beds. A wing was added in 2008, adding another 100 beds and the hospital has had other additions to house new clinics and departments. General development in Sunridge restarted in the 1990s, with the area close to fully built out by 2010. Most of the construction was commercial and retail, with a number of big-box stores, several car dealerships, four large hotels catering to business travel as well as warehouses and some light manufacturing.

Temple

Temple was the last of the Properties to get underway. Mount Temple is one of the most imposing peaks in the Lake Louise group in Banff National Park. With McKnight Boulevard NE, 32 Avenue NE, 52 Street NE and 68 Street NE as the community's boundaries, Temple occupies section 35 and is the northeast sector of the Properties.

As an odd numbered section, 35 was CPR land and the company received the patent in 1904. The north half was subdivided in 1912 as Calgary Montrose, by then owner W.P. Duck. He had likely farmed the property and disposed of his implements and livestock by auction the same year of the subdivision. The NW quarter became part of the farm of Dudley Poland, who also had the NE quarter in the adjoining section. The south half of section 35 became part of the extensive agricultural holdings of Wesley Hoople. Born in eastern Canada, Hoople grew up in the United States and came to Calgary in 1904 and partnered with A.J. Sayre and H.H. Honens, two American immigrants prominent in land speculation and early residents of Mount Royal. Along with Honens, former Territorial agriculture deputy minister Charles Peterson, and businessman R.J. Hutchings, Hoople was involved in several farm and ranch companies that controlled thousands of acres in Alberta.

Daon was the sole developer for Temple and began work on the subdivision in 1975 in the SW quarter. Even with the slightly later start, Temple was built out by 1982 and the beginning of the recession in Calgary. The community contains Fire Station no.22 and a mall and professional building presently known as Temple Crossing.

Vista Heights

The community of Vista Heights is a small residential subdivision occupying the SW quarter of section 25, township 24, range 1, W5 and part of the SE quarter. Like the surrounding South Airways Industrial Park, Vista Heights was built on what had been CPR land, claimed by the company in 1901. Herbert Bailey, one of three brothers originally from North Hampshire, England, bought the SW and SE quarters to farm. With his brothers Charles and Percy, and another partner, George E. Woods, Herbert subdivided part of the SW as East Lynne in 1907. A

H. Cohen had apparently bought the rest of the SW quarter, a strip on its eastern edge, from the Baileys and subdivided the parcel in 1911 as Avondale. Cohen was possibly Hyman Cohen, a cattle dealer.

The area was within the 1910 city limits, and in the late 1950s caught the interest of home builders and developers as land nearer to the city centre became scarce. The extension of city services into the Belfast subdivision made it feasible for developers to start work on nearby lands. The City's own moves to encourage lower income, affordable housing in that district also influenced private developers interested in the northeast, as the initial development of Vista Heights demonstrated. An Edmonton company, Lethbridge Property Holdings started negotiation with the City in 1958 to rezone land at 20 Avenue NE and 19 Street NE for a motel, shopping centre and mobile home park. This broadened into a new residential area named Vista Heights that included low-cost rental apartments and row housing, which the planning commission approved in 1959.

A proposal came forward from Vista Heights Development Ltd. for Vista Court, a higher density, low-income rental development. The Urban Development Institute encouraged city council to allow more of this type of residential development, citing Calgary's need for more affordable housing and the availability of low-interest loans from the Canadian Mortgage and Housing Corporation (CMHC) to finance the projects. Council approved Vista Court as one of two pilot projects and it was finished near the end of 1961. Designed by Edmonton architectural firm of Gorden and Mangold, the 100 spacious rental suites were contained in fourteen buildings on landscaped grounds without internal lanes. The suites were in a row-house style, with full basements.

As Vista Court approached completion, Buena Vista Developments subdivided a parcel for single-detached residences. It is unknown how Buena Vista was connected to Vista Heights Development, although the former was also an Edmonton company. Although marketed as an economy subdivision with inexpensive lots, builders generally put up three-bedroom bungalows in the contemporary styles seen throughout Calgary. The small subdivision had no through-streets and ample parklands, including the western edge overlooking Nose Creek. A proposed seven-acre shopping centre on the west side of the district was never built.

Carma Developers carried out the next phase of Vista Heights in 1966 as single-detached residential area. A decade later, the City developed the western part of the SE quarter, which included provincially built social housing consisting of 52 townhouse units and single-detached homes.

Over the period that the residential area took shape, the intersection of 19 Street NE and 16 Avenue NE became a hotel hub. The Crossroads Motor Hotel predated the development of Vista Heights, opening in 1957, taking advantage of the newly built highway. Calgary businessman M.G. MacKenzie was behind the hotel, designed by Jack Cawston, the local architect responsible for many of the city's post-war modernist buildings. For Calgary at the time, the 65-room hotel had a stunning two-story windowed lobby. In the late 1970s the hotel added a very tower block to the original building, and the original lobby was later demolished. A 180-unit budget hotel was built around 1975 immediately to the west. Local investors opened

the Quality Inn Senate House on the northwest corner of 16 Avenue NE and 19 Street NE in 1982.

Vista Heights also had a short-lived recreational amenity – a short game golf course which are scaled down versions of conventional courses, intended for skills development. The City leased land along 18 Avenue NE overlooking the highway to a private company in 1997. The story of the facility requires more research: air photos indicate construction began in 1999 but the course was not finished until 2002 or 2003 and abandoned by 2007. The Calgary fire department subsequently built repair shops on the site, part of a strip of commercial and industrial development on the south side of Vista Heights above the highway.

Whitehorn

Named after the main peak of the Lake Louise ski area in Banff National Park, the developers of Whitehorn started work on the subdivision in 1974. Set on section 34, the community is bounded by 36 Street NE, 52 Street NE, 32 Avenue NE, and McKnight Boulevard NE.

The Canada North West Land Company obtained the patents for the north half of section 34 in 1892. The company had been formed by British investors in the early 1880s to essentially market most of the CPR's land subsidy as well as other property it acquired separately but faltered when the expected influx of settlers to the Canadian west did not immediately materialize. The CPR took control of the company in 1892. The Willison family homesteaded in the south quarters around 1900. Olaf Willison was from Malmö, Sweden, immigrating to Ontario in 1886 before coming to Alberta. Olaf took the SE quarter while his uncle Martin had the SW.

Willison subdivided his uncle's homestead as Warwick Park in 1911, while William Dawson subdivided the north half of the section as Hazelview. Dawson was likely the local manager of R.G. Dunn, a credit reporting agency which is now Dun and Bradstreet. The NE quarter became part of the farm of Dudley A. Poland, an American immigrant from Maine who came to Calgary in 1906.

Daon registered the first subdivision in Whitehorn in 1974, covering most of the SE quarter. The company shared the building of the community with Qualico Developments, with the latter responsible for the west half and the former the east half. The Calgary Planning Commission initially restricted work to the areas south of 40 Avenue NE due to the presence of a federal department of transport transmitter that might affect television and radio reception. The delay was temporary, but Whitehorn was not built-out until the early 1980s, a few years later than Pineridge and Rundle. Three quarters of the homes built were single-detached residences, with the remainder duplexes. Retail spaces were also restricted to several small strip malls.