Chinook Communities Local Area Plan – Refined Draft Chapter 1

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This Draft Local Area Plan (LAP) Chapter 1 has been created for discussion purposes.

Draft – November 2023

calgary.ca/chinook

Land Acknowledgment

The Plan acknowledges that we are gathered on the ancestral and traditional territory of the Blackfoot Confederacy, made up of the Siksika, Piikani, Amskaapipiikani and Kainai First Nations; the Îethka Nakoda Wîcastabi First Nations, comprised of the Chiniki, Bearspaw, and Goodstoney First Nations; and the Tsuut'ina First Nation. The City of Calgary is also homeland to the historic Northwest Métis and to Métis Nation of Alberta, Region 3. The Plan acknowledges all Indigenous people who have made Calgary their home.

Guided by the White Goose Flying Report, The City's response to the findings and calls to actions of the Truth and Reconciliation Commission, and the Indigenous Policy, a Council-approved policy which outlines meaningful ways forward and policy opportunities to grow from and build common ground, The City is beginning to explore how to better understand and act on our shared foundations with Indigenous peoples within the traditional territories that Calgary situates within. While discussions continue regarding our own actions and efforts, The City is committed to beginning to actively explore ways to redefine our understandings, our assumptions, our relationships and our abilities to build a more inclusive and equitable city based on our shared foundations.

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What is the Chinook Communities Local Area Plan?

The Chinook Communities Local Area Plan, or Plan, provides the long-term vision specific to the Chinook Communities and presents a broad strategy for community growth and change. With guidance from the **Municipal Development Plan**, this Plan provides community-specific policies related to land use planning and development.

The following provides a summary of how everyone from the public to a developer can best use this document. Key content of the Plan is summarized below.

Figure 1: Policy Relationship

Citywide: Looking ahead 60 years

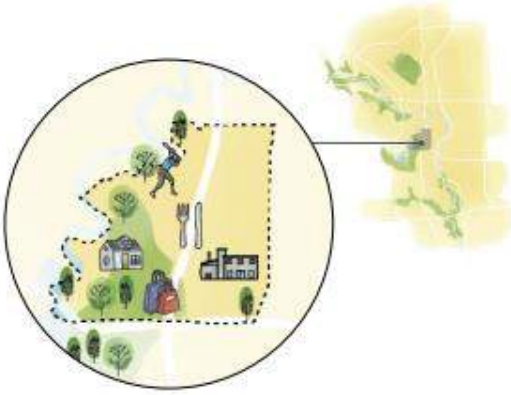
Calgary's **Municipal Development Plan** outlines a broad vision and long-term goals for how Calgary should grow and develop over the next 60 years.

Chapter 1 Visualizing Growth

Chapter 1 of the Plan contains contextual information, the Plan vision and core values that support this vision. The vision and community context guide the application of this Plan and will continue to direct planning and development in the Chinook Communities through implementation of the core values.

Chapter 2 Enabling Growth

To achieve the vision and core values of Chapter 1, Chapter 2 of the Plan sets out the Future Growth Concept for the Chinook Communities. The Plan applies urban form categories and scale modifiers as well as **built form**, general and area-specific policies to the local context.



Local: Looking ahead 30 years

Local area plans identify and guide where and how future growth, change, and reinvestment could happen within a specific area.

Local area plans must align with the broader direction of the **Municipal Development Plan**, but provide more localized and specific guidance.

Urban Form Categories

Map 3: Urban Form shows the urban form categories in the Plan area and should be used as a starting point when determining the general function envisioned for a specific area. Readers should review 2.2 Urban Form Categories which provides further details and applicable policies that apply to each urban form category.

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Scale Modifiers

Scale modifiers are used to complement an urban form category to provide additional **built form** policy for specific locations. Map 4: Building Scale shows where the different scale modifiers are applied. Readers should review 2.3 Scale Modifiers which introduces each scale modifier and their associated policies.

General and Area Specific Policies

The remaining sections in Chapter 2 provide general policies and additional design considerations that apply on a Plan-wide or site-specific basis. This Plan provides general policies, which primarily focus on the interface of the **public realm** with buildings, and more specific policies that apply to areas such as **Main Streets**, **transit station areas**, and **Activity Centres**. The additional design consideration provides policy guidance on planning matters such as mobility and sustainable development.

Chapter 3 Supporting Growth

Chapter 3 of this Plan identifies specific objectives and implementation options for supporting growth and change within the Chinook Communities. This Chapter is intended to set out high-level, strategic direction to inform how investments in the Plan area are made to support the Future Growth Concept.

Chapter 4 Implementation and Interpretation

Chapter 4 contains policies regarding the legal interpretation, status, and limitations of the Plan. The Plan is a statutory plan, as outlined in the *Municipal Government Act*, and must be read in conjunction with the **Municipal Development Plan**, **Calgary Transportation Plan** and other City of Calgary policy documents. Chapter 4 also contains a Glossary of common terms used throughout the Plan which are bolded throughout the text.

Appendices

Additional non-statutory plan information can be found in the Appendices including Appendix A: Implementation Options, Appendix B: Regional Corridors and Context Map, Appendix C: Mobility, Appendix D: Constraints, Appendix E: Chinook Communities Climate Risk Profile and Appendix F: Additional Historical Information. The appendices contain information intended to support the vision and core values of the Plan.

Please note: we will be developing the appendices A, B, C, and E in the future phases of the Plan, draft Appendix D and F are currently available.

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Chapter 1 – Visualizing Growth

1.1 Introduction

The Chinook Communities Local Area Plan (Plan) is a statutory area redevelopment plan that sets out a long-term vision and identifies opportunities to create a framework for growth and change in the Plan area. The Plan area is bounded by Glenmore Trail to the south, Blackfoot Trail to the east, the Elbow River and Riverdale escarpment to the west, and 34 Avenue to the north (Figure 2: Plan Context).

The Plan area includes nine communities, collectively known as the Chinook Communities. These communities are Bel-Aire, Britannia, Elboya, Manchester, Mayfair, Meadowlark Park, Parkhill, Windsor Park, a portion of Manchester Industrial south of 34 Avenue SE, and a portion of Glenmore Park (Map 1: Community Context). The Plan takes a multi-community approach that recognizes and builds upon the shared assets, amenities and natural features including **infrastructure**, recreational amenities, cultural spaces, public parks, open spaces, **Main Streets**, corridors, **transit station areas** and **Activity Centres.** These nine communities have their own unique history and evolution which is detailed in Section 1.3.

Realizing the Plan's vision will depend on several factors such as population growth, economic considerations, and development trends. The Plan is meant to be updated periodically as development and context changes occur.

Figure 2: Plan Context

Map 1:

Community Context

Legend

- Plan Area Boundary
- Community Boundary

1.2 Vision and Core Values

Draft Vision

The Chinook Communities will thrive as a place where people want to live, work and play through a unique combination of mixed residential opportunities, walkable commercial realms, innovative industrial areas and healthy green spaces. Supported by a **public realm** that fosters safe, active and well-connected communities, the Plan will attract residents, employees and visitors with the Red Line **transit station areas** and the Macleod Trail S/SW **Main Street** acting as focal points.

Draft Core Values

Flexible Industrial Development
Encourage resilient and flexible low-impact industrial development east of Macleod Trail S/SW that enables production and innovation alongside residential and commercial uses supported by green **infrastructure** and visually appealing urban interfaces.

Parks, Open Spaces and Natural Areas
Enhance and improve parks, open spaces and natural areas to create, inclusive and programmable spaces for all ages, abilities and seasons with a focus on protecting natural areas particularly along the Elbow River, Glenmore Reservoir and Stanley Park.

Main Streets
Support a broad range of mixed-uses, placemaking initiatives and enhanced connections within the Macleod Trail S/SW and 50 Avenue SW **Main Streets** that create well integrated links to other key nodes and corridors such as Elbow Drive SW, 58 Avenue SW and 61 Avenue SW.

Mobility Choices
Improve Macleod Trail S/SW as the main corridor in the Plan area and encourage complementary mobility connections throughout the Plan such as Elbow Drive that include safe, comfortable and equitable year-round mobility options including pathways, cycling, wheeling and **pedestrian infrastructure** that connect users with local green spaces, businesses and transit.

Transit-Oriented Development
Foster the contextual evolution of the Chinook and 39 Avenue SW **transit station areas** as social hubs that promote compact, distinct, safe and vibrant areas through a unique mix of residential, commercial and employment opportunities that enhance the **public realm** and connect with the surrounding communities.

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Figure 3:

Illustrative Map

1.3 Community Context

History

Calgary is located on the traditional territories of the people of the Nations that made Treaty 7. This includes: the Blackfoot Confederacy, made up of the Siksika, Piikani, and Kainai First Nations; the Iethka Nakoda First Nations, comprised of the Chiniki, Bearspaw, and Goodstoney First Nations; and the Tsuut'ina First Nation. Calgary is also homeland to the historic Northwest Métis and to Métis Nation of Alberta, Region 3.

Indigenous Foundations

It was here, according to traditional belief, that people were created and where Indigenous peoples had lived since time immemorial. At least one traditional creation story involves the two rivers that converge in Calgary, the Bow and Elbow River. The area at the confluence of these two rivers was an inseparable part of the land that Indigenous peoples knew intimately. The confluence provided shelter for winter camps, breezes and sheltering hills that offered relief from summer heat and insects, plenty of wood and water, and an excellent ford at the Bow River. It was important as a meeting place and as a place of seasonal inhabitation. It lay within the wintering range of migratory bison that were the staple food of the region. The Blackfoot called this place Moh'kins'tsis, the Tsuut'ina, Gut'sis'tsi, and the Îethka Nakoda Wîcastabi, Wincheesh-pah. The Nēhiyawēwin called it Otos'kwunee.

Agricultural use and urban development, which preceded the passage of the Alberta Historical Resource Act (originally known as the Alberta Heritage Act) in 1973, has widely disturbed physical evidence of Indigenous life in present-day Calgary. Nonetheless, archaeological work in the city has provided evidence of bison kill sites, adjacent bison processing sites, and campsites.

The confluence and its surrounding area were part of broader patterns of seasonal inhabitation and trade routes. When non-Indigenous fur trade companies opened trading posts at Edmonton and Rocky Mountain House in the 1790s, those places became destinations for semi-annual trade expeditions and sources for tools, weapons, and other necessities. Colonial trails, and some modern city roads and rural highways, derive from Indigenous trails. These include Macleod Trail (which began as part of the Old North Trail, an ancient north-south travel route) and Blackfoot Trail (which began as the route to the fur trade posts). Both of these roads traverse the planning area, which lies approximately three kilometres south of the confluence. It comprises an elevated piece of land (as well as the lower-lying Calgary Golf and Country Club site) above the Elbow River, which borders it to the west, and the plain to the east, which lies roughly between Macleod Trail and Blackfoot Trail.

Physical evidence of Indigenous life is often disturbed in urban areas, mostly through agricultural use and subdivision development that preceded the passage of the Alberta Historical Resources Act in 1973. However, the Lansdowne Britannia Natural Area in Britannia is believed to have good potential for archaeological examination.

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Colonial Settlement

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

In 1883, the Dominion Land Survey divided this land, along with the broader region, into 640-acre sections, 36-section townships, and ranges made up of townships. The planning area was placed within sections 3 and 4, Township 24, Range 1 west of the Fifth Meridian (i.e., sections 3-24-1-W5M and 4-24-1-W5M) and, immediately to the south, sections 33 and 34 in Township 23 (i.e., 33-23-1-W5M and 34-23-1-W5M).

In the northwest corner of the planning area, settlers Joseph Butlin (1856–1924) and William George Smith received the original land grants to the southwest and southeast quarters of Section 4, respectively. Butlin established a ranch and sandstone quarry on the future site of Britannia; Smith's farm became Elboya.

To the south, the CPR obtained the original land grant for all of Section 33, comprising today's Bel-Aire, Mayfair, Meadowlark Park, Windsor Park, and the Calgary Golf and Country Club. This was part of a federal government incentive ($25 million and 25 million acres across the west) that the CPR received to build the transcontinental railway. Under the same arrangement, the CPR obtained all of Section 3, comprising present-day Parkhill, Stanley Park (a projection of Elboya between 4 Street SW and Macleod Trail), and the northern parts of Manchester and Manchester Industrial (north of 50 Avenue). In 1891–92, as part of a branch line connecting Edmonton to Lethbridge via Calgary, the CPR laid railway tracks through this section and through Section 34 to the south.

In Section 34, the southern portion of present-day Manchester Industrial was divided between four settlers: Simon John Clarke (1852–1918), who was granted the southwest quarter in 1887; Thomas Righton, who acquired the southeast quarter, also in 1887; William Houston, who obtained the northwest quarter in 1889; and George Jacques, who got the northeast quarter in 1891. Houston's land grant also included the southern portion of Manchester. Clarke was elected to Calgary's town council in 1884; he later became a city commissioner and, ultimately, superintendent of Banff National Park.

Twentieth Century

Early in the twentieth century, Calgary experienced an economic and population boom that transformed it into a regional wholesale and distribution centre. Speculators began purchasing farmland outside the city limits and registering subdivision plans. This occurred in Parkhill between 1906 and 1908, in Windsor Park in 1910, and in southwestern Manchester Industrial (a proposed industrial-residential development called The Meadow) in 1911, before any of these districts were included within the city limits. Calgary absorbed the area incrementally in two large annexations (1910 and 1956) and four smaller ones (1911, 1951, 1952, and 1954).

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The 1910 annexation, as it affected the planning area, was part of a much larger annexation known at the time as Greater Calgary. Within the Chinook Communities, it included Parkhill (which had already begun to be developed), Elboya (which was subdivided, named, and marketed in 1910), the part of Manchester and Manchester Industrial lying north of 50 Avenue, and the area that later became Britannia.

The next annexation, in 1911, was completed as part of a new municipal industrial policy adopted that year. The City acquired land and established the Manchester industrial area, which had abundant space for industrial development and access to the CPR, which traversed the district. Through provision of utilities, transportation services, and tax concessions, The City was able to concentrate industry in an appropriate district and forestall industrial development outside of the city limits and the consequent loss of tax revenue. The 1911 annexation extended the city limits south to present-day 58 Avenue, which brought the rest of Manchester, more of Manchester Industrial, and a small portion of eastern Windsor Park into the city. It was contemporaneous with the annexation of Ogden, a much larger industrial area. With The City's encouragement, residential districts were developed in Manchester, Ogden, and Bonnybrook to house industrial workers. The 1911 annexations were the last before Calgary's boom turned bust in 1913. Calgary grew modestly in the decades that followed, and it took until the 1950s before the city again grew spatially.

After the Second World War, Calgary experienced significant urban growth supported by returning veterans, European immigration, government incentives, and the late 1940s oil boom. This resulted in new residential development both in established neighbourhoods and new subdivisions. Parkhill and Elboya, both lightly developed before the First World War, were now more intensively settled. In 1951, residents of Windsor Park petitioned successfully for their suburb to become part of Calgary. The City annexed The Meadow in 1952 and the western portion of Meadowlark Park (i.e., excluding the future Chinook Centre site) in 1954. Finally, in 1956, the balance of the Chinook Communities area joined Calgary as part of a larger annexation.

The City established a Planning Department in 1951 and adopted the "neighbourhood unit" concept that comprised quiet residential streets, schools, houses of worship, convenience stores and social services, and parks and playgrounds, all enclosed by busier collector streets that featured commercial development (including gas stations and neighbourhood shopping malls) at major intersections.

Up to the mid-1950s, The City acted as developer, building **infrastructure** and utilities itself and selling individual lots to builders. The City developed Britannia under this model in 1954. But under a new system established in the mid-1950s, private developers could buy land to build entire subdivisions, and The City offloaded construction and cost of utilities and **infrastructure** to the developers. It was more efficient to provide **infrastructure** to undeveloped areas than to established parts of the city. Local builders joined forces to create new development firms like Carma Developers and Kelwood Corporation. Bel-Aire, Mayfair, and Meadowlark Park were developed under this new regime.

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Public transit, which began in the city in 1909 as the Calgary Municipal Railway, was a key factor that accelerated and shaped early growth. Homebuilders gravitated toward areas close to these streetcar routes. Streetcars also made commercial development feasible beyond the city centre. Early subdivisions clustered around the streetcar lines and shared similar features, including grid street networks fronted with boulevard trees and landscaped yards. From 1912 until 1947, streetcars crossed the Elbow River over the Victoria Bridge and travelled along Macleod Trail to 50 Avenue SW, where a loop in the overhead trolley wire allowed them to turn around and return to the city centre.

The street railway was renamed the Calgary Transit System (CTS) in 1946, and its operation was converted to buses and electric trolley coaches by 1950. Like buses, electric trolleys were trackless rubber-wheeled vehicles, but their routes necessarily followed the overhead lines that powered them through trolley poles that projected upward from the vehicle's roof. Streetcars on the Manchester route were replaced in 1947 by diesel buses. But in the 1950s, a new trolley coach route (Number 3) provided trunk line service along Elbow Drive as far south as 50 Avenue (and, by 1962, all the way south to Haysboro). CTS was renamed Calgary Transit in 1970, and trolley coaches were replaced by buses in 1974.

In 1981, Calgary Transit re-introduced rail service with the CTrain, which began operating between downtown and points south in 1981. Like the Manchester streetcar route before it, the Light Rail Transit (LRT) system traverses the Chinook Communities, in this case east of, and parallel to, Macleod Trail. The Plan has one station that services the area: the Chinook Station at 61 Avenue SW. The original station building, designed by architect Ross E. Hayes of IBI Group Architects, was replaced by the present structure in 2013.

A further account of the history for each of the neighborhoods that make up the Chinook Communities can be found in Appendix F: Additional Historic Information.

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Community Characteristics

The Chinook Communities and surrounding land contain characteristics that were considered as part of the development of the Plan's foundations in **Chapter 1**. Key characteristics are shown on Map 2: Community Characteristics and Attributes. These characteristics must be considered throughout all subsequent phases of planning and development.

Topography

The Chinook Communities are situated south of downtown, east of the Elbow River, and are largely above the floodplain. The industrial area between Macleod Trail S and the CPR and LRT rail lines are relatively flat and begin sloping upwards towards Blackfoot Trail SE on the east boundary of the plan area. There is a sharp increase in slope adjacent to the west of Macleod Trail SW leading into the residential communities. Many existing developments along Macleod Trail SW incorporate retaining walls to separate themselves from the adjacent residential areas.

The residential communities south of 50 Avenue SW have low to moderate levels of sloping through the Plan area with the majority of the change occurring close to Macleod Trail SW. The residential communities north of 50 Avenue SW have a curvilinear road network with moderate levels of sloping on most streets.

There are three main escarpments within the Plan area that separate major changes in elevation. The first is along the northern edge of the Britannia community boundary that creates a large ridge between Britannia above and Elbow Park below. The second is in Manchester Industrial north of 50 Avenue SE and just west of Blackfoot Trail SE. The third is a continuous escarpment along the length of the Elbow River that creates a ridge between the river and the residential communities which also acts as a flood barrier.

Natural Features and Open Areas

The Chinook Communities are part of the Bow River and Elbow River watersheds. Development adjacent to the Elbow River may be subject to flooding and is identified as part of the **floodway** or **flood fringe**. Chapter 2: Enabling Growth includes policies to strengthen resiliency and minimize development impact on the rivers while supporting intended growth and change. These policies are further supported by regulations in the **Land Use Bylaw** regarding **floodway** and **flood fringe** areas.

The Chinook Communities also include a range of natural areas and open spaces including the Elbow River, Stanley Park, and Riverdale Park, the privately owned Calgary Golf and Country Club, as well as several smaller open spaces located throughout the Chinook Communities. The riparian lands adjacent to Elbow River and the Plan area's escarpments are environmentally significant and critical components of Calgary's ecological network that support biodiversity.

Urban Tree Canopy

The Chinook Communities have a mature tree canopy that consists of trees on public and private lands. The tree canopy in the Plan area began developing in the late 1940s and early

1950s in the natural spaces. The residential tree canopy commenced as new housing was built in the residential areas, beginning in the mid 1940s and spanning to the mid 1960s. Healthy tree canopies are important for climate change mitigation and enhance community well-being. This Plan includes policies to help maintain, improve and expand the existing tree canopy, and contribute to broader City climate resiliency objectives.

Main Streets

The portion of Macleod Trail S north of 50 Avenue SW is classified as an Urban **Main Street** and 50 Avenue SW west of Macleod Trail S is classified as a Neighbourhood **Main Street** in the **Municipal Development Plan**. The **Municipal Development Plan** includes general policies and development intensity targets for Urban and Neighbourhood **Main Streets**.

Activity Centres

The plan includes one Major **Activity Centre** focused around the Chinook Station Area (Map 2: Community Characteristics and Attributes). The **Municipal Development Plan** includes general policies for **Activity Centres**.

Public Transit Infrastructure

The Chinook Communities are serviced by local bus service and two Red Line Light Rail Transit (LRT) stations: Chinook Station and 39 Avenue Station. The Chinook Station is a key transit hub as it connects the LRT service with local bus services in the area. Bus routes also provide connections throughout the area and to citywide destinations such as hospitals and post-secondary institutions.

Pedestrian and Cycling Infrastructure

The Chinook Communities are served by a range of pathways and bikeways, which are inter-connected with the city-wide **Always Available for All Ages and Abilities (5A) Network**, providing safe, accessible, affordable, year-round options for transportation and recreation for all Calgarians. These connections include regional pathways along the Elbow River that runs from the Glenmore Reservoir to Chinook Centre and along 42 Avenue SE between Stanley Park and Blackfoot Trail SE.

Signed Bikeways are located along Britannia Drive SW, Malibou Rd SW, Meadowview Rd SW, 5 St SW, and 1A St SW. The Signed Bikeway along 1A St SW connects to a Shared Lane on Mission Rd SW which provides access north towards the downtown core. Aside from 42 Avenue SE, Manchester and Manchester Industrial do not have any additional connections identified yet as part of the **5A network**.

Historic Resources

Some of the Chinook Communities' **heritage resources** have been formally recognized on The City of Calgary's **Inventory of Evaluated Historic Resources**, while others have heritage value and may merit inclusion on the **Inventory**. Overall, most **heritage resources** in the

Chinook Communities are not legally protected from significant alteration or demolition, but they still contribute to the community.

There is the potential for undiscovered historic resources which must be considered as redevelopment occurs and may impact development. Sites with a Historic Resource Value are required to obtain Provincial approval in accordance with the *Historical Resources Act*.

Civic Facilities and Community Amenities

The Chinook Communities have one civic recreational facility, Stanley Park, which includes a baseball diamond, outdoor pool, tennis courts, playgrounds, and the Stanley Park Lawn Bowling Club.

Other community amenities include four schools, four Community Association buildings, the Windsor Park Emergency Response Station, the Calgary Police Service – Chinook Centre Mall Community Station, as well as several parks, open spaces, and public art pieces (Map 2: Community Characteristics and Attributes). Park spaces in the area include a variety of uses including several dog parks, play fields and courts, playgrounds, and open spaces.

Climate Risk

The City assesses climate risk in communities in Calgary using information about current and future climate risks and the characteristics of the community that will amplify climate change impacts. Climate risks in the Chinook Communities are either similar or lower than the city average but are projected to nearly double by 2050. Presently, the highest risk climate hazards are higher average temperatures, as temperatures have increased significantly since pre-industrial times. As climate change continues and intensifies, extreme heat and heavy rainfall events are projected to be the highest risks climate hazards in the future, as heat waves will continue to increase in magnitude and frequency, and as stronger storms cause localized flooding.

Climate risk in the Chinook Communities is exacerbated by the high number of older homes and homes in need of major repair, the older age of stormwater **infrastructure**, the high irrigation requirements and the water demand increase in summer. The high amount and concentration of paved spaces exacerbate extreme heat risks.

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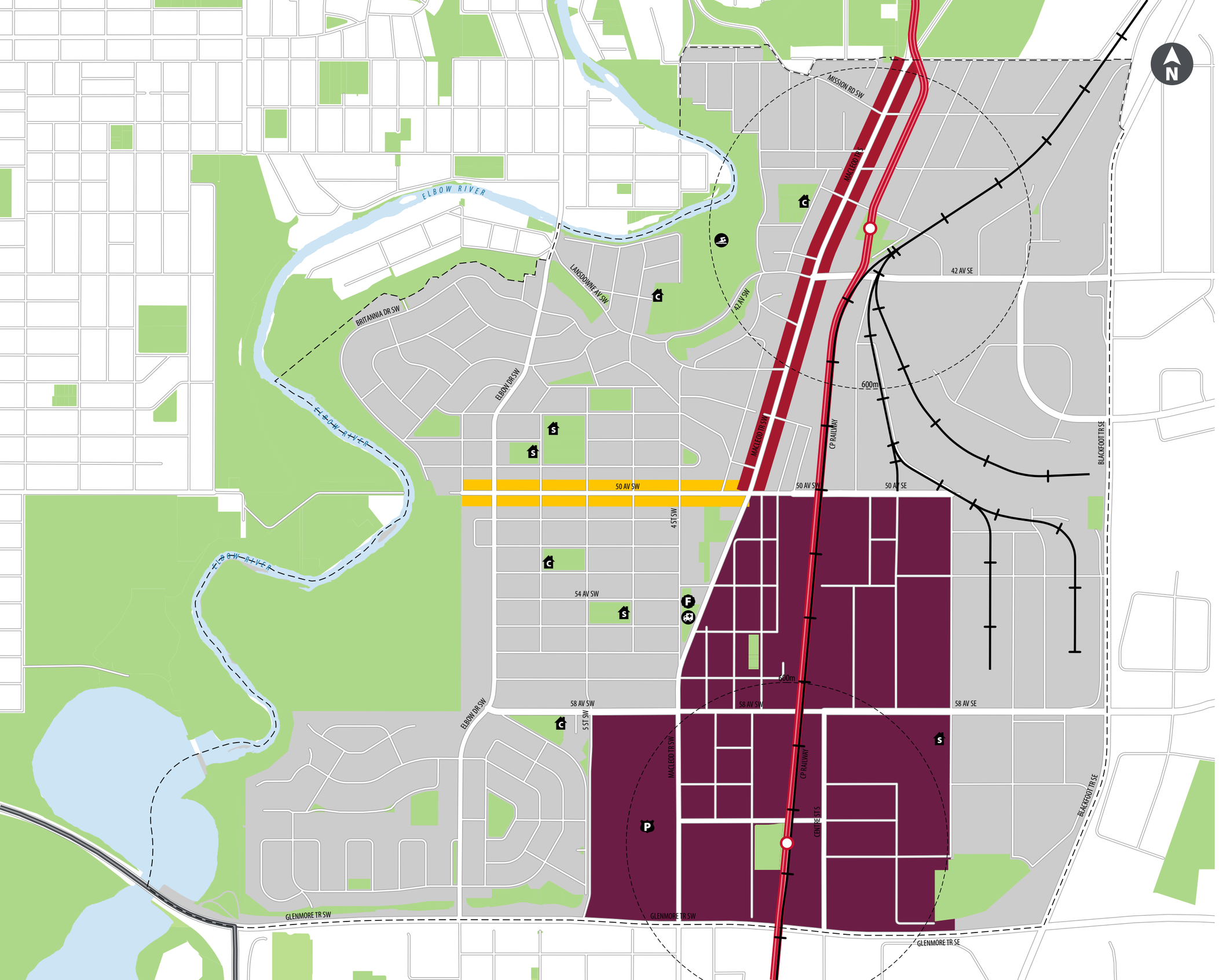

Map 2:

Community Characteristics and Attributes

Legend

- Swimming Pool
- Community Centre
- Police Station
- Fire Station
- EMS Station
- School
- Red Line LRT
- MAX Multi
- Distance From Station
- Freight Rail Corridor
- Neighbourhood Main Street
- Urban Main Street
- Major Activity Centre
- Parks, Civic and Recreation
- Plan Area Boundary

Appendix D: Constraints

Constraints identifies development constraints that should be considered for development applications. Specific development constraints are summarized here.

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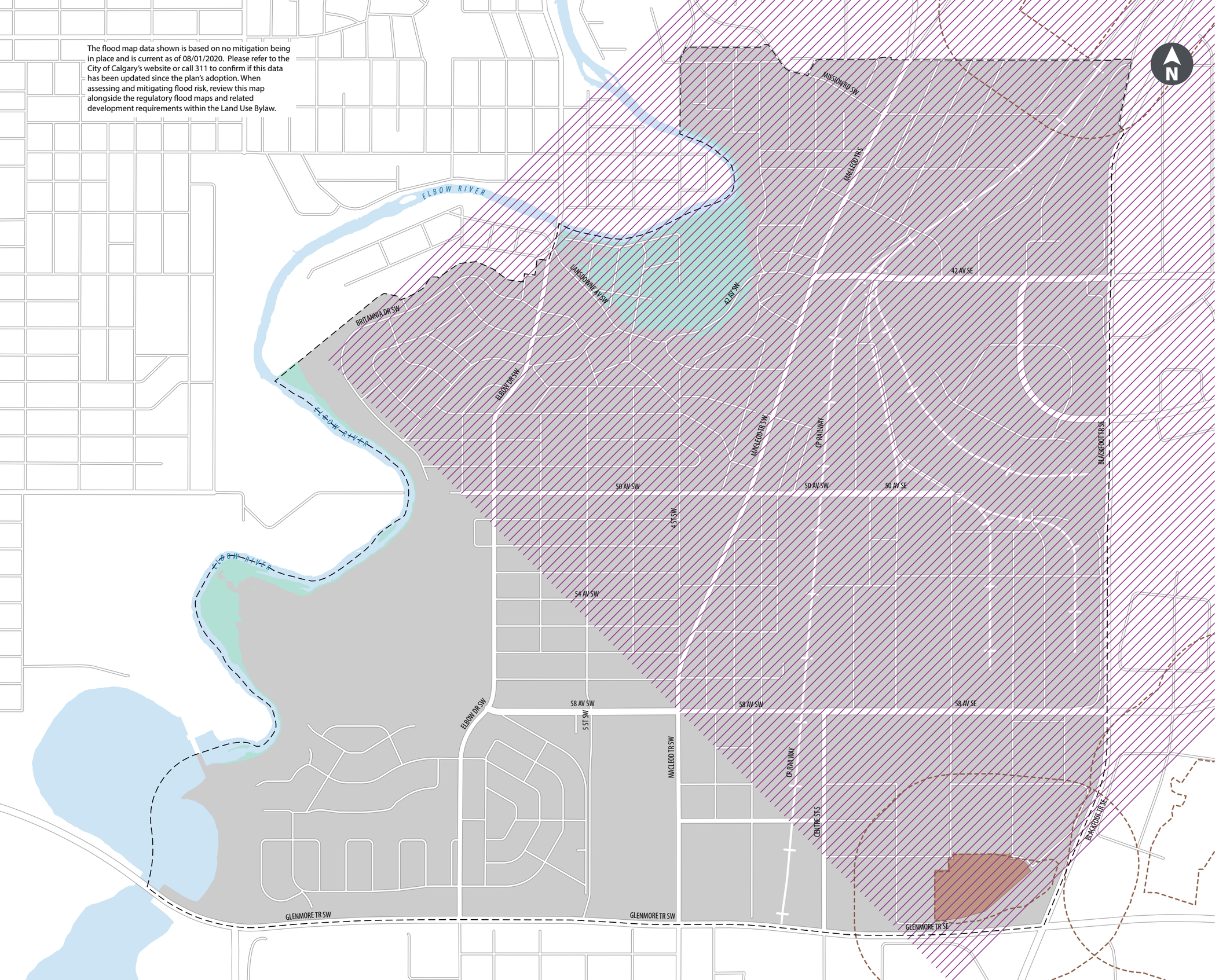
Map D:

Constraints

The flood map data shown is based on no mitigation being in place and is current as of 08/01/2020. Please refer to the City of Calgary's website or call 311 to confirm if this data has been updated since the plan's adoption. When assessing and mitigating flood risk, review this map alongside the regulatory flood maps and related development requirements within the Land Use Bylaw.



Legend

- Landfill Site
- Landfill Buffer
- 1% Chance of River Flooding in any Year
- Plan Area Boundary

Freight Rail Corridor

A Canadian Pacific (CP) rail corridor runs through the centre of the Plan area adjacent to the Calgary Transit LRT line. Any development adjacent to freight rail corridors should comply with the requirements of the Development Next to Freight Rail Corridors Policy, in addition to any other applicable policies.

Non-operating Landfill Setbacks

The non-operating Springbank Landfill and Blackfoot Landfill are located in the southeast corner of the Plan area. The landfills' regulated setbacks of 300 metres have the potential to impact future development in the corner of Manchester Industrial. The regulated setbacks are subject to sections 12 and 13 of the Subdivision and Development Regulation of the Municipal Government Act.

Powering Our Communities

Electrical power is an essential service that must be considered in planning for growth in both new and existing areas our City. ENMAX Power is responsible for the electrical distribution system for The City of Calgary and is regularly evaluating the current capability with forecasted electrical demand. Developers are encouraged to reach out to ENMAX Power early in their planning process for collaborative discussions on how best to power communities.

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Appendix F: Additional Historical Information

Major roads

50 Avenue SE/SW

Fiftieth Avenue follows a section line that was established when the Dominion Land Survey subdivided this region into a standard grid for settlement and agricultural purposes. That line became Calgary's southern boundary following the 1910 "Greater Calgary" annexation. Within the planning area, the city limit moved south to 58 Avenue incrementally in 1911 (east of Macleod Trail when southern Manchester and Manchester Industrial were annexed) and between Elbow Drive and Macleod Trail in 1951 (when Windsor Park was annexed). In 1956, the city limit moved south to Anderson Road. Fiftieth Avenue developed as a residential street west of Macleod Trail (apart from Britannia Shopping Centre) and as a commercial/industrial area east of Macleod Trail. Between Elbow and Macleod, it remains a grassy strip built up only with AltaLink's overhead power transmission lines and the towers that support them.

58 Avenue SE/SW

Historically, portions of 58 Avenue functioned as Calgary's southern city limit (from Macleod Trail and Blackfoot Trail in 1911–56 and between Macleod Trail and Elbow Drive in 1951–56). West of Macleod Trail, it developed as a residential street; east of Macleod, it became commercial and industrial.

Blackfoot Trail SE

Blackfoot Trail began as an Indigenous trail that led to fur trade posts at Edmonton and Rocky Mountain House. In its current, long-established location at the eastern edge of the Chinook Communities, it follows a section line.

Elbow Drive SW

As it passes through the Chinook Communities, Elbow Drive is a southern projection of the original residential street that began as 6 Street SW in Elbow Park. By 1912, a streetcar route extended along its length and turned around at a loop on 38 Avenue SW. In 1931, The City named the street Elbow Drive at the suggestion of the Elbow Park Residents' Association, and the new name continued along the street south of the Elbow River. The streetcar was phased out in the late 1940s, and Elbow Drive became the No. 3 bus route, which was serviced by rubber-wheeled, electric trolley coaches until they were phased out by buses in 1974.

In 1953, The City approved the paving of Elbow Drive south to 50 Avenue, and the new Elboya Bridge opened in 1954. The traffic circle south of the bridge was built in 1955. Elbow Drive remains a primarily residential street, but it has long been a commuter artery.

Glenmore Trail

Glenmore Trail follows a section line as it passes along the southern edge of the Chinook Communities. It lay outside the city limits until 1956. It was known as 66 Avenue until after the Glenmore Causeway was completed in 1963. The road was then named for the Glenmore Reservoir, which was itself named for the Glenmore school district and agricultural area that dated back to the late 19th century. It was designated as part of Highway 2 in the 1960s (until

the highway shifted to the new Deerfoot Trail in the 1970s), and in the 1980s it became part of Highway 8.

Macleod Trail
Macleod Trail is a legacy colonial road that linked Calgary with Fort Macleod. It followed a much older Indigenous trail, the Old North Trail, that was part of a north-south continental transportation system. South of 58 Avenue, it follows a section line; north of that point, it is on a northeast-southwest axis.

Within the planning area, Macleod Trail was lightly developed with farmhouses, other dwellings, industries, and highway services such as motor garages and motels even while stretches of the road lay outside of the city limits. In 1966, Macleod Trail was widened from four lanes to six between 42 Avenue and 50 Avenue. In the 1970s, projected overcapacity for Macleod Trail as a commuter road led to city council's 1977 decision to develop a Light Rail Transit system.

The Communities

Parkhill
In a series of subdivisions between 1906 and 1908, businessman Albert A. Dick (1880–1970) created and marketed the residential district of "Park Hill" (history remembers Dick and his wife, Vera, as Calgary's *Titanic* survivor couple). At the time, Parkhill, along with the entire Chinook Communities area, lay outside of the city limits.

Parkhill was included in the "Greater Calgary" annexation of 1910, and it quickly developed as a working-class neighbourhood of detached homes constructed between 1910 and 1930. Early residents included a considerable number of settlers from Yorkshire, England.[1] A mixed residential-commercial strip developed along Macleod Trail, where landmark businesses included the Parkhill Grocery (3801 Macleod Trail) and an "auto camp" (an early form of a motel) at 42 Avenue SW built around 1940 on a 20-acre site leased from The City. It was originally operated by the Calgary Auto Club as the A.M.A. (i.e., Alberta Motor Association) Camp, and it was later privately operated as the Calgary Tourist Cabins. More recently, the office building of Auto-Mart (4003 Macleod Trail), a car dealership, was a Macleod Trail landmark for decades until it was demolished and replaced by a 7-Eleven store. The form of this exemplary structure, which was evidently designed by architect William Milne (who also designed the Calgary Tower), evoked the prow of a ship. Milne used the same form in a now-demolished house on Britannia Drive that he designed for businessman Sam Switzer (1926-2018), one of the partners behind Auto-Mart.

Unlike Parkhill, the adjacent subdivision of Stanley Park failed to materialize. Frederick Charles Lowes (1880–1950), Calgary's most successful and flamboyant developer during the pre-First World War boom, proposed a low-density residential subdivision in 1911. F.C. Lowes & Co. successfully developed Elbow Park, Rideau Park, and Roxboro, but Stanley Park was

[1] Foran, *Calgary: An Illustrated History*, 86. The earliest residents listed in *Henderson's Directory* are as follows: Edward J. Ashmore, caretaker, Lyric Theatre; Henry Cheek, CPR boilerwasher; George Harris, night watchman at Cushing Bros. Co. Ltd.; J.E. Harris, an office boy at the CPR district passenger agent's office; and Amil Razcumonsky, CPR car oiler.

unrealized. The site became City property, and in 1924 it was designated as a City park. The 21-hectare Stanley Park (4011–1A Street SW) has been developed over the years to include a picnic area, wading pool, and lawn bowls.

In 1912, residents petitioned successfully for a public school. Parkhill Public School (3650–2 Street SW), a four-room brick cottage school, opened in 1913 on what had been an undeveloped eight-lot site acquired from an absentee owner. Edith Stanley (approx. 1870–1973) became the school's first principal, a position she held until 1925. Stanley had previously taught at Erlton School from which Parkhill's first pupils were transferred. Cottage schools were designed for temporary use as schools and for eventual disposal and conversion into residences. Declining enrolment led to the school's closure in 1977, and it was converted into a private home. The building is on The City's heritage inventory, and an historical interpretive panel tells its story.

Stanley Park Methodist Church (123–38A Avenue SW) was built in 1910, and it became Stanley Park United after the formation of the United Church of Canada in 1925. The congregation evidently dissolved in the 1940s, and the building appears to have been converted into a residence. It is no longer extant. The Parkhill Church of Christ was founded in 1938, and in 1949 it moved into its new purpose-built home at 110 Mission Road SW. Rev. W.G. Chapman led the congregation for decades. In 1988, the congregation sold the building and moved to Cedarbrae as the renamed Oak Park Church of Christ. The following year, the Mission Road building was converted into Calgary's first Ahmadiyya mosque. Mirza Tahir Ahmad, the leader of the worldwide Ahmadiyya Muslim community, opened the mosque officially. In 2008, that congregation moved to the larger, purpose-built Baitun Nur mosque in the northeast community of Prairie Winds Park. The Parkhill building was demolished and replaced by condominiums and shops after the Mission Road Main Street Innovation Project began in 2011.

Residents formed the Parkhill and Manchester Ratepayers' Association by 1916. By 1926, it had become (or had been replaced by) the Parkhill Community and Ratepayers' Association and, by 1928, the Parkhill Community Club. In its November 25, 1942 edition, the *Calgary Herald* commended the club for its "enviable record in Calgary as a public service organization that has in the past provided Parkhill youngsters with sport facilities better than are offered in many other parts of the city." The organization had been renamed the Parkhill-Stanley Park Community Association by the time its purpose-built clubhouse opened in a park setting at 4013 Stanley Road SW in 1956.

In the 1950s, low-rise apartment buildings began to replace original homes along Macleod Trail, between 38 Avenue and 38A Avenue, and between 45 Avenue and Stanley Drive. At that time and into the 1960s, the residential portion of Stanley Park—the area of Parkhill south of 42 Avenue SW—was developed. Many early homes were replaced by infill development on 25-foot lots following the adoption of an Area Redevelopment Plan in 1984.

Commercial development increased along the stretch of Macleod Trail on Parkhill's eastern edge by the 1950s. Around 1958, restaurateur Harry Seto (approx. 1896–1965) added the Chuck Wagon Coffee Shop (4505 Macleod Trail SW) to his family's group of businesses. Born in Guangdong, China, Seto immigrated to Canada in 1910 and settled in Calgary in 1948. The Chinese Exclusion Act, enacted in 1923, prevented him from bringing his family to Canada until

after its repeal in 1947. Fong Seto (1933–2018), one of Harry's sons, converted it in 1959 into Oriental Fine Foods, a take-out and delivery restaurant. Macleod Trail widening forced its closure in 1967. Dumbarton Square (later renamed Urban Square, 4515 Macleod Trail SW) was built adjacent to its site in the mid-1970s. Commercial occupants in 2023—a Chinese restaurant named for a traditional Guangdong recipe and a halal grocery store and butcher shop—perpetuate this location's tradition of diversity.

Notable Parkhill residents have included: James A. Hargreaves (approx. 1880-1950), a streetcar motorman who rose to become assistant superintendent of the Calgary Municipal Railway; Joseph B. Chandler (1883–1938), The City's Civic Storekeeper and Purchase Agent for over three decades; and Arthur Halpen (1888–1974), a longtime printer for the *Albertan* and *Calgary Eye Opener* newspapers (and secretary of the Parkhill and Manchester Ratepayers' Association). Parkhill School's best-known alumnus, Jack Dennett (1916–1975), became nationally famous as a newscaster and *Hockey Night in Canada* television personality.

Manchester

Manchester was a creation of the new industrial policy that The City adopted in 1911 in an effort to concentrate industrial development in an appropriate setting with abundant room for growth—and to prevent industries from avoiding municipal taxes by setting up outside the city limits—The City facilitated creation of a pioneering industrial park in an undeveloped area adjacent to the CPR tracks. The City provided utilities and offered tax incentives to encourage industries to locate here. Proximity to the railway tracks allowed for the extension of railway leads and spurs directly to the factories for shipping and receiving. Manchester was established partly within The City's existing 1910 boundaries and partly within a half-section to the south that was annexed in 1911.

Private landowners were involved in this venture. South of 50 Avenue, William Houston subdivided Manchester in 1910. North of 50 Avenue, Patrick Burns (1856–1937) subdivided Leeds in 1912. (Burns was one of the Big Four ranchers who offered financial backing for the original Calgary Stampede in 1912, and he later became a senator.) Both were mixed residential-industrial subdivisions, and both flanked the CPR tracks. Leeds comprised what is now northern Manchester (north of 50 Avenue), while Houston's Manchester comprises the district's southern portion as well as part of Manchester Industrial to the east. Leeds has vanished from use as a name for this neighbourhood.

Manchester developed as a low-density working-class community of detached houses within walking distance to industrial employers. Workers' houses lined 1 Street and 2 Street SW, and a rare surviving set of Edwardian cottage-style residences (4724 to 4822–1 Street SW) symbolizes the phenomenon of working-class housing adjacent to industrial development. From 1912 until 1947, streetcars shuttled along Macleod Trail between 50 Avenue and Cemetery Hill and from there to the city centre. Early residents included a significant number of Welsh families. Early in the 20th century, some of the Indigenous people who came to the city to attend the annual Calgary Stampede encamped in Manchester.

The neighbourhood had a one-room school by 1921, and that year the public school board built the new four-room Manchester Cottage School (50 Avenue and 1 Street SW) to replace it. A

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newer Manchester School (307–55 Avenue SW, alternatively 5702–3 Street SW) opened in 1950, and the separate school board purchased the old building and reopened it that year as St. Anthony's School. Dwindling enrolment led to the public school's closure in 1973. The building was later used as the board's Educational Media Selection Centre and, eventually, as Columbia College, a privately-operated vocational centre. The school became vacant in 1999 and was demolished in 2003. St. Anthony's School moved to a new building in Elboya in 1955.

Residents formed the Parkhill and Manchester Ratepayers' Association by 1916, and by 1949 it had become (or was succeeded by) the Manchester Ratepayers and Community Association. The Manchester Community Hall (5711–1A Street SW) was built around 1955, and it remained extant at least until the 1970s. Area residents formed the Manchester Rotary Club in 1955.

Over time, older homes were replaced by commercial buildings or were themselves converted for commercial use. Between the 1950s and the 1970s, industrial warehousing was built along 1 Street and 1A Street. By the 1990s, the remaining residential population included a higher percentage of Indigenous residents than the city-wide average.

A mixed residential-commercial strip developed along Macleod Trail, where landmark businesses included automobile garages and service stations, petroleum-related businesses, and restaurants and motels like Foothills Bungalows (4630 Macleod Trail), an early motel with a sequence of female managers.

Beginning in the late-1940s, Chinese-Canadians established or acquired businesses on Macleod Trail and usually lived on the premises or nearby. Woo Koy (approx. 1900–1965) moved to Calgary in 1948 and took over the Silver & Black Store (5012 Macleod Trail SW). Woo had immigrated from China in 1919, and he married Fui Gin in Hong Kong in 1924. But the Chinese Exclusion Act prevented her from joining him in Canada, which she did eventually in 1956. When Woo's entire family was finally reunited in Calgary in 1969, Mayor Rod Sykes hosted a celebration at City Hall. Other Chinese-Canadian business operators included Chong Yick Yuen and his partners, who built the Palm Café (5008 Macleod Trail SW) in 1951, and Louie Yam and Joe Yuen, who took over the Hi-Way General Store (5318 Macleod Trail SW) by the mid-1950s.

There are at least two extant examples of notable commercial buildings along Macleod Trail. The former Bank of Montreal, Macleod Trail Branch (4108 Macleod Trail SW) advertised an "extra little service" when it opened in 1955—a parking lot. The Mayfair Building (4816 Macleod Trail SW), a low-rise office block built in the 1950s, has been distinguished since 1994 by a bas-relief mural of the Taj Mahal. Basant Chandna (1937–2022) and Amrit Kaur Chandna, a Sikh couple originally from Pakistan, took over Calgary's only Indian restaurant in 1973, renamed it the Taj Mahal, and relocated it from the Beltline in 1976. The Chandnas commissioned artist Thomas Arnatt to design the mural, which covers the building's front façade and remains as an early example of public mural art in the city**.**

Notable industries in Manchester included the Mountain Spring Brewing Company (5240–1 Street SW), which was built in 1912 and renamed the Silver Spray Brewing Company and, after its acquisition by the Calgary Brewing and Malting Company, the Big Horn Brewery. It remained in operation until the 1970s, when it was demolished.

Manchester Industrial

Manchester Industrial is a much larger area that borders Manchester to the south and east. To the south, it extended the residential-commercial strip along Macleod Trail and the industrial zone flanking the CPR tracks. The refineries were built in the 1920s and 1930s to process petroleum brought by pipeline from Turner Valley. The Regal Oil Refinery was built in 1927, rebuilt after a fatal 1928 explosion, and demolished in 1939 after Imperial Oil bought and closed it. Fires and noxious fumes were persistent hazards at this refinery. The Lion Oils Refinery was built by 1935. The British American Oil Company built the last one, the Bell Refinery, in 1938. Bubbles Car Wash (5912 Macleod Trail), an extant landmark built in 1959 as Rocket Car Wash, stands near the site of the refineries. Further south, the Chinook Station shopping centre occupies the former site of the Green Crest Motor Court (6618 Macleod Trail) and the Trade Winds Motor Hotel that replaced it in 1961.

During the post-Second World War oil boom, The City reprised its 1911 industrial policy, launching a new program of City-developed, planned industrial districts, beginning with a Manchester expansion in 1953 and the adjacent Highfield industrial, which was developed in collaboration with Canadian National Railways in 1954. Reflecting the increasing importance of trucking to industry, distribution, and warehousing, these new industrial areas provided access to new arterial roads like Barlow Trail and Blackfoot Trail as well as railways.

The northeast portion of Manchester Industrial belonged to Patrick Burns, and by 1919 it became the site of the Manchester Gravel Pit, where The City extracted gravel for use in road construction and maintenance. A crushing plant was constructed at an unknown early date, and a second was installed in 1927. The area was also used as a landfill site - the Manchester Dump. The City became interested in rehabilitating the gravel pit as an industrial zone as early as 1951, but it took until 1966 for the North Manchester Industrial Park to be ready for marketing and lot sales.

A business strip developed along Blackfoot Trail, where the extant Bank of Montreal, Highfield Branch (4307 Blackfoot Trail SE), was built in 1962. It stands as a rare example in Calgary of the bank's post-war transition to Modernist style. The building's folded plate, thin-shell concrete roof is a landmark, and the building is on The City's heritage inventory.

Elboya

In 1910, a syndicate led by real estate agents Malcolm D. Geddes (1866–1927) and Herbert T. Sheffield (1885–1916) subdivided and named Elboya and marketed it as a residential suburb. The area included a portion of Riverdale Avenue SW (a residential street fronting the Elbow River), angled streets to the south conforming to the topography, and grid-patterned streets and avenues on the plain to the south. The original subdivision also included portions of present-day Britannia and Elbow Park.

Geddes and Sheffield started building houses in Elboya, and eight had been constructed by 1914. But Calgary's pre-First World War boom had ended by then, and the neighbourhood remained lightly developed for decades, although some new houses were built along Landsdowne Avenue in the 1930s and 1940s. Many lots that had been sold reverted to The City

for non-payment of taxes. Sometime before 1924, the Canadian Western Natural Gas company (the forerunner to Atco Gas) built the extant gas regulator building on Lansdowne Avenue.

Between the wars, The City developed three landscaped boulevards on Riverdale Avenue in 1929, and they remain extant and are recognized by inclusion on The City's heritage inventory. Influenced by the City Beautiful Movement that was current at the time, the boulevards were developed under the authority of longtime Parks Superintendent William Reader. The regularly spaced plantings include Elm trees and Honeysuckle shrubs.

Intensive development began in 1947 following the Second World War. The street pattern as developed is consistent with the original subdivision but named streets and avenues in the southern area have been numbered instead. In 1950, residents formed the Elboya Community Association and successfully opposed a 68-lot development in the southern portion of the neighbourhood by a single contractor; residents had feared that houses built under such an arrangement would be uniform in appearance. The Elboya Community Hall (416 Park Avenue SW) was built around the same time. The society was reorganized in 1960 as the Elboya Heights Community Association, and after 2016 it became the Elboya-Britannia Community Association.

Elboya Elementary and Junior High School (4804–6 Street SW) opened in 1953, and St. Anthony's, a Catholic school, moved from the former Manchester Cottage School into a new Elboya campus (4811–6 Street SW) built in 1955. Both St. Philip's Anglican Church (629–49 Avenue SW) and St. Anthony's Roman Catholic Church (5340–4 Street SW) were dedicated in 1961. The Anglican congregation later relocated to South Calgary, and its building is now Living Spirit United Church.

Notable residents have included developer Malcolm Geddes (1866–1927), photographer Harry Pollard (1880–1968), restaurateurs Jerrold Puckett (1908–1989) and Harry Seto (approx.. 1896–1965), and former Alberta premier John E. Brownlee (1883–1961).

The eastern edge of the neighbourhood comprises a mixed-use stretch of Macleod Trail SW, where there are three remaining older buildings, none of them on The City's heritage inventory. Brothers Frank Kramer (1916–2007), Walter Kramer (approx.. 1925–1984), and Herb Kramer (1931–2015) built and opened the Kramer Bros. garage (4701 Macleod Trail SW) in 1946 and operated it until 1975. George and Grace Suel built the Grace Inn restaurant (5001 Macleod Trail SW) in 1946-47 and lived on the premises. Harry Seto bought it around 1950, renamed it Harry's Café, and lived in the building with his family and with other Chinese-Canadian residents. The Patterson Block (5009 Macleod Trail) a 1950s commercial-residential building, was the longtime home Ross Marshall's namesake drugstore and Sub-Post Office No. 28 which he served as postmaster.

Windsor Park

As with Britannia and Stanley Park, developer F.C. Lowes subdivided and marketed Windsor Park during the city's pre-First World War boom. The subdivision was adjacent to the Calgary Golf and Country Club grounds, which was developed not long afterward. Lowes' 1910 plan follows a grid pattern on level ground. However, Windsor Park developed slowly, and the Elboya

Dairy Farm (operated in sequence by E. Blake, William H. Hardy, and James W. Wilson) remained in this location well into the First World War. Rancher Reuben Porter also lived (and presumably ranched) there in 1913. Horseman Trevor Willans (1899–1939) established the Windsor Park Riding Academy by the 1930s, and it remained on site as late as 1951. As late as the 1930s, the Calgary Hunt & Polo Club Stables were located in Windsor Park.

Suburban housing development occurred in the 1940s, and by 1950, Windsor Park was an unincorporated suburb with a population of over one thousand people. Residents appealed successfully for annexation to Calgary, which took place in January 1951. Windsor Park Elementary School opened in 1953. The Windsor Park Association was established by 1951, and it was known as the Windsor Park Community Association by 1955 when its community hall (5304–6 Street SW) was built. The neighbourhood developed as a low-density residential area with detached homes. An early luxury apartment tower, Britannia 800 (811–50 Avenue SW), opened in 1964.

The Roman Catholic diocese created St. Anthony's Parish in 1953, and St. Anthony's Parish Hall (5340–4 Street SW) was built around that time. In 1961, St. Anthony's Catholic Church was completed on the site and blessed in 1961. The First Evangelical Free Church (732–55 Avenue SW) was dedicated the following year; its congregation had previously met at its former church in Manchester and in the Meadowlark Park community hall.

Local landmarks included Burt's Store (739–50 Avenue SW), which J. Austin Burt (approx. 1917–1982) operated for years, an adjacent dry cleaners with a prominent neon sign, and the Medical Dental Centre (5104 Elbow Drive SW).[2] A condominium development replaced these structures in the 2010s. Fire Station No. 11 (5506–4 Street SW) opened in 1957, and The City planned to develop a park adjacent to it the following year. The hall was later rebuilt. The Providence Children's Centre (5232–4 Street SW), with its Indigenous-themed mural painted in 1995, is a landmark visible from Macleod Trail.

The original Burger Baron (5211 Macleod Trail SW), which opened in 1957 and has since been demolished, was the first in an international chain of fast-food restaurants established by American businessman Jack McDonnell. In Alberta, virtually all Burger Barons were eventually owned and operated by Lebanese immigrants and their families. Omar Mouallem, an Edmonton writer and filmmaker, documented this story in his 2023 film *The Lebanese Burger Mafia*.

Britannia

In 1912, developer F.C. Lowes acquired this property and hired a Seattle town planner to lay out the low-density district of "Brittania." Lowes had already successfully developed Elbow Park, Rideau Park, and Roxboro. However, the end of Calgary's real estate boom in 1913 stalled the development and ended Lowes' career as the city's most prominent developer. For years afterward, however, "Brittania" remained on the list of "Calgary Suburbs and Sub-Divisions" in the annual *Henderson's Directory*.

[2] The Burts lived nearby at 625–50 Avenue SW.

The City of Calgary subdivided Britannia in 1953 and developed it over the next two years. It was planned as a low-density neighbourhood with curvilinear streets reflecting topography and scenic views. Some ten percent of the neighbourhood's land is park space. Like the district itself, most of its street names were chosen with the monarchy in mind—Anne Avenue, Britannia Drive, Charles Avenue, Coronation Drive, Edinburgh Road, Elizabeth Road, and Imperial Way. Britannia's development came soon after Queen Elizabeth II acceded to the throne in 1952, her coronation in 1953, and the launch of the Royal Yacht Britannia, also in 1953. When the Queen and Prince Philip visited Calgary in July 1959, a late change to their itinerary made it possible for their motorcade to travel the length of Britannia Drive, where residents held lawn parties and watched the royal motorcade pass. The Queen admired the Switzer home at 4732 Britannia Drive, a local landmark, and stopped to chat with the owners. Like the Auto-Mart car dealership on Macleod Trail in Parkhill, the house was designed for Sam Switzer by architect William Milne to look like the prow of a ship. The house was on the itinerary for Brewster's tour buses in the city for years, but it has since been demolished.

The southern edge of the neighbourhood, at Elbow Drive and 50 Avenue SW, was reserved for commercial development. Britannia Shopping Plaza, an outdoor shopping mall with a private road between its two main buildings, opened in 1955 and remains a popular shopping destination for a much wider area than Britannia itself. From 1955 until 1996, the anchor tenant was Food-Vale, an independent supermarket owned by Jack Kwong along with parters including Joe Lee, Ed Lee, and Larry Kwong. The store was known for its high-quality meats and its early adoption of specialty items such as avocado and clamato juice. The store was rebuilt after a 1978 fire. Sunterra Markets purchased the business in 1996.

Notwithstanding its superficial British identity, Britannia has long been home to many Jewish families, and early in the 21st century, Living Spirit United Church (900–47 Avenue SW), built in 1961 as Riverview United Church, became Temple B'nai Tikvah, a Reform Jewish congregation.

Meadowlark Park

Homebuilder Arthur H. Sullivan, one of the founders of Kelwood Corporation, developed Meadowlark Park independently in the early 1950s. His building firm, Art Sullivan & Co., was the neighbourhood's sole homebuilder. Sullivan acquired 100 acres from the vast Burns holdings in the area as well as a strip along the future Glenmore Trail from Hamel Brothers. Sullivan later developed a neighbourhood in the town of Jasper Place (which was annexed to Edmonton in 1964) before moving permanently to the United States. Sullivan developed the residential neighbourhood west of 5 Street SW, and he sold the land he had acquired between 5 Street and Macleod Trail for commercial development.

The neighbourhood's street plan curves around a central park, which is also named Meadowlark Park. Both the community association and the community hall (623–58 Avenue SW) date from the 1950s, although the Meadowlark Park Community Association was registered as a provincial society in 1985.

Milton Williams School was built on land donated by farmer Milton Williams (1864–1947) in 1943. Williams had been Secretary of Glenmore School District No. 14 for 30 years. The original bungalow school was expanded in 1952 and taken over by the Calgary School Board in 1957.

The junior high addition opened in 1960. The bungalow portion was renovated in 1968 and closed in 1977. The complex was demolished in 2005 to make way for the Glenmore Trail S/Elbow Drive SW/5th Street SW Interchange Project. An historical interpretive panel on the school's site tells the story of Milton Williams, the school, and the Meadowlark Park neighbourhood.

The east side of the neighbourhood, fronting Macleod Trail, was built up in the 1940s and 1950s. To the south, the Chinook Drive-In (6415 Macleod Trail SW) opened in 1949 as western Canada's first drive-in theatre. Further north, the Meadowlark Athletic Club (511–58 Avenue SW), a largely Jewish curling club initially chaired by Ted Riback (who later developed Bel-Aire), opened in 1955. The drive-in was demolished in the late 1950s to make way for the massive Chinook Shopping Centre, which was built by the contracting firm Burns and Dutton and opened in 1960 with Woodward's Department Store as its anchor tenant. The curling club was demolished in 1964 to make way for Southridge Mall, which opened in the mid-1960s with the Simpsons-Sears Department Store as its anchor. In time, the two malls amalgamated, and the merged complex was known briefly as Chinook-Ridge Shopping Centre. For years, 60 Avenue SW, which had separated the two malls, remained a public road that passed through the shopping centre and underneath its second storey. The mall has included public services such as a public library branch and a police station.

Bel-Aire

During the pre-First World War real estate boom, the local development firm Newton and Nowers (comprising partners A.C. Newton and Edward B. Nowers) promoted residential lots at this location, but the development was unrealized. Bel-Aire was privately developed in the late 1950s by Bel-Aire Estates Ltd., a firm headed by businessman M. Ted Riback (1910–2010), who had chaired the Meadowlark Curling Club when it built its facility in Meadowlark Park in 1955. Bel-Aire was conceived as a high-end, laneless subdivision of 137 homes with stone pillars at the Elbow Drive entrance announcing the neighbourhood's name. The plan called for garbage pickup at the sides of homes and for houses to be built with exterior closets at the side to house garbage cans. Mayor Harry Hays cut the ribbon at the 1960s home show of 11 custom-built houses, and future mayor Ross Alger served as master of ceremonies.

Apart from park space and a single school building, Bel-Aire was developed entirely as low-density detached houses. Residents waged a successful fight in the late 1960s when the developer attempted to build a high-rise apartment tower in the neighbourhood.

Bel-Aire Public School (1011 Beverley Boulevard SW) was built in 1964, and Jessie Brookman (1912–1992) was its longtime principal. The school was considered for closure in 1977, and it later housed a series of private schools who leased the premises. These included: Akiva Academy, a private Jewish school that held its grade 1 and 2 classes here around 1980–83; a bilingual kindergarten program operated by the German-English Education Society, 1983; and, from about 1985 to 2005, the Christopher Robin School, a private pre-school and elementary school founded in Elbow Park around 1935. The Calgary Board of Education approved the sale of the property in 2000, and the building later became the grades 4 and 5 campus of the Calgary Girls Charter School, a public charter school established in 2003.

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The Pentecostal Tabernacle of Calgary, First Assembly (6031 Elbow Drive SW) was constructed in 1967–68 and dedicated on November 10, 1968.

Mayfair

Kelwood Corporation developed Mayfair in the late 1950s as a low-density neighbourhood of detached homes. It was developed without a community reserve, with the understanding that it would be served by community reserve land in nearby Kingsland. The Mayfair Community Association was established by 1959. Mayfair had a small commercial area, the Mayfair Shopping Centre (6511 Elbow Drive SW), which opened in 1959 at the northwest corner of Elbow Drive and Glenmore Trail. Cottage Crafts Gifts and Fine Arts, which sold Indigenous and Inuit art and supported the artists, was a long-time landmark tenant.

Mayfair was impacted considerably by the Glenmore Trail S/Elbow Drive SW/5th Street SW Interchange Project in 2005, when an entire street of houses were removed and the Mayfair Shopping Centre was demolished; Mayor Dave Bronconnier took the first sledgehammer blow in 2004.

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