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North Hill Communities

Local Area Plan



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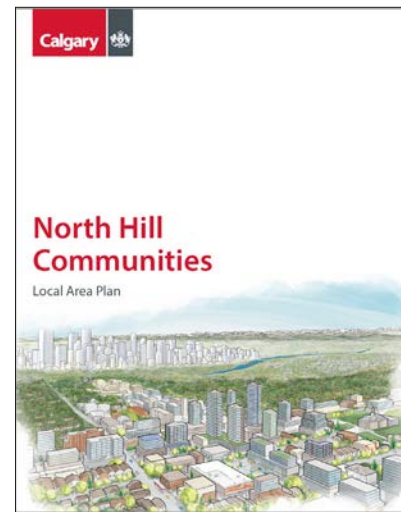
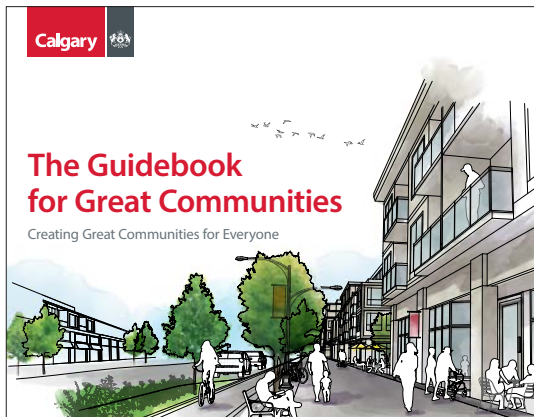
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North Hill Communities Local Area Plan

Quick Reference Guide

The following is a quick reference guide to the **North Hill Communities Local Area Plan** (Plan). Here you will find a summary of the Plan and its relationship to **The Guidebook for Great Communities** (Guidebook), and the **Municipal Development Plan** (MDP).

The Plan and the Guidebook must be read together. The Guidebook provides the foundational framework and policies for creating great communities while the Plan offers additional locally-specific guidance.

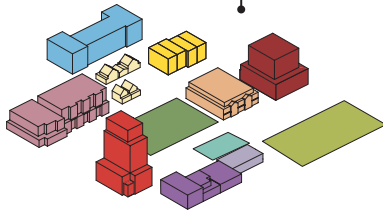


Policy Relationship

The North Hill Communities Local Area Plan

The **North Hill Communities Local Area Plan** provides the long-term vision specific to the North Hill Communities and articulates a broad strategy for accommodating community growth and change. With guidance from the MDP and Guidebook, **Local Area Plans** provide community-specific policies related to land use planning and development.

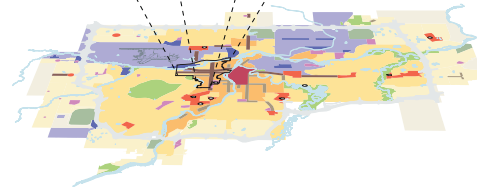
Guidebook for Great Communities
urban form categories



Urban forms applied to
North Hill **Local Area Plan**



Municipal Development Plan
Urban Structures



The Guidebook for Great Communities

Where this Plan sets out the community-specific vision and policy, **The Guidebook for Great Communities** provides additional development guidance to **Local Area Plans**. The policies in the Guidebook seek to create and maintain great communities for everyone and build upon the implementation of the MDP. **Local Area Plans** use the various Urban Form Categories of The Guidebook, represented by the colors on Map 3, to direct built form outcomes.

Municipal Development Plan

Calgary's **Municipal Development Plan** sets out a vision for how Calgary grows and develops over the next 30 to 60 years. The policies in Volume 1 of the MDP lay the foundation for **Local Area Plans** by providing a city-wide level of direction on land use, urban form and transportation that is interpreted and applied within a local-planning context. Specifically, the MDP identifies broad urban form typologies, differentiated above by different colors, for the entire city including Urban and Neighbourhood **Main Streets**, and **Activity Centres** that have been applied through the **North Hill Communities Local Area Plan** to the local context.

How to use this Plan and the Guidebook

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 along with references to applicable sections of the Guidebook that apply to the North Hill Communities and must be read along with this Plan.

Chapter 1: Visualizing Growth

Chapter 1 of the Plan contains contextual information, the Plan vision and core ideas 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 North Hill Communities through implementation of the core ideas. Users of this Plan should also review Chapter 1 of the Guidebook which provides the overarching goals and principles for Great Communities. **See Guidebook Chapter 1**

Chapter 2: Enabling Growth

To achieve the vision and core ideas of Chapter 1, Chapter 2 of the Plan sets out the Future Growth Concept for the North Hill Communities. The Plan utilizes the tools and framework from the Guidebook and specifically applies the urban form categories, scale modifiers and additional policy guidance as well as related built form, development and general policies to the local context.

Urban Form Categories

Map 3 of the Plan applies the urban form categories of the Guidebook and should be used as a starting point when determining what general function and activity level is envisioned for a specific area. Readers should review the Guidebook which provides further detail and applicable policies that apply to this Plan. **See Guidebook Chapter 2**

Scale Modifiers

Scale modifiers are used to complement an urban form category to provide additional policy for specific locations. Information on which scale modifiers have been applied to a parcel of land can be found on Map 3 and Map 4 of the Plan. Readers must review Chapter 2 of the Guidebook which provides additional details and applicable policies that apply to this Plan. **See Guidebook Chapters 2**

Development Policies

The Plan and the Guidebook provide general and specific policies that apply on the plan-wide or site-specific basis. This Plan provides general policies as well as policies specific to **Main Streets, transit station areas, Activity Centres** and the Greenview Industrial Area. The Guidebook also contains built form policies, development policies and general policy in Chapter 3. **See Guidebook Chapter 3**

Chapter 3: Supporting Growth

Chapter 3 of this Plan identifies specific objectives and implementation options for supporting growth and change within the North Hill 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. This Chapter builds upon policies and direction provided in Chapters 2 and 4 of the Guidebook. **See Guidebook Chapters 2 and 4**



1 Visualizing Growth

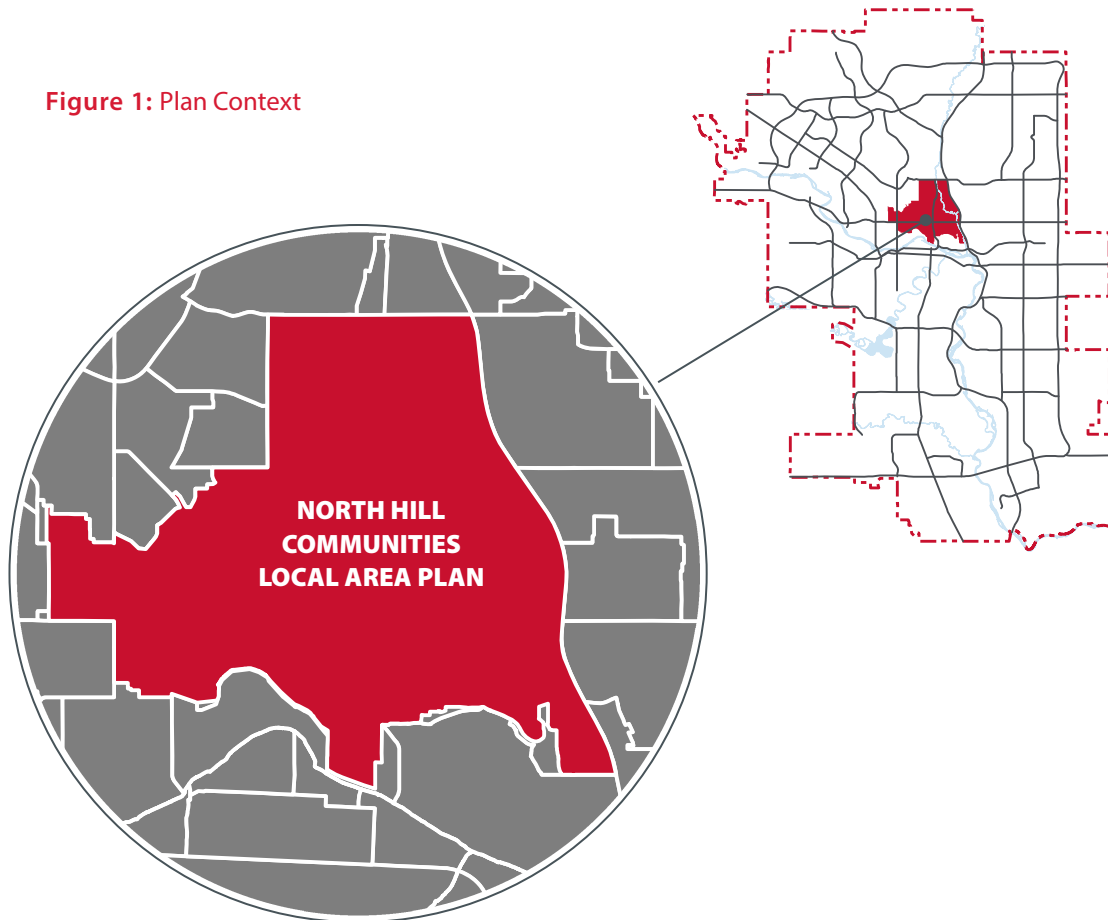


1.1 Introduction

The **North Hill Communities Local Area Plan** (Plan) is a long-range, statutory area redevelopment plan that sets out the future vision, objectives and development policies for supporting growth and change in the communities of Capitol Hill, Crescent Heights, Highland Park, Mount Pleasant, Renfrew, Rosedale, Thorncliffe-Greenview (south of McKnight Boulevard N), Tuxedo Park, Winston Heights-Mountview and the Greenview Industrial area. Located just north of the Bow River and Downtown, these communities are collectively known as the North Hill Communities (**Figure 1: Plan Context**). The Plan takes a multi-community approach that recognizes and builds upon the shared assets and features that connect these inner-city and established communities including **infrastructure**, recreational amenities, public parks and open spaces, **Main Streets**, corridors, **transit station areas** and **Activity Centres**.

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 change occur.

Figure 1: Plan Context





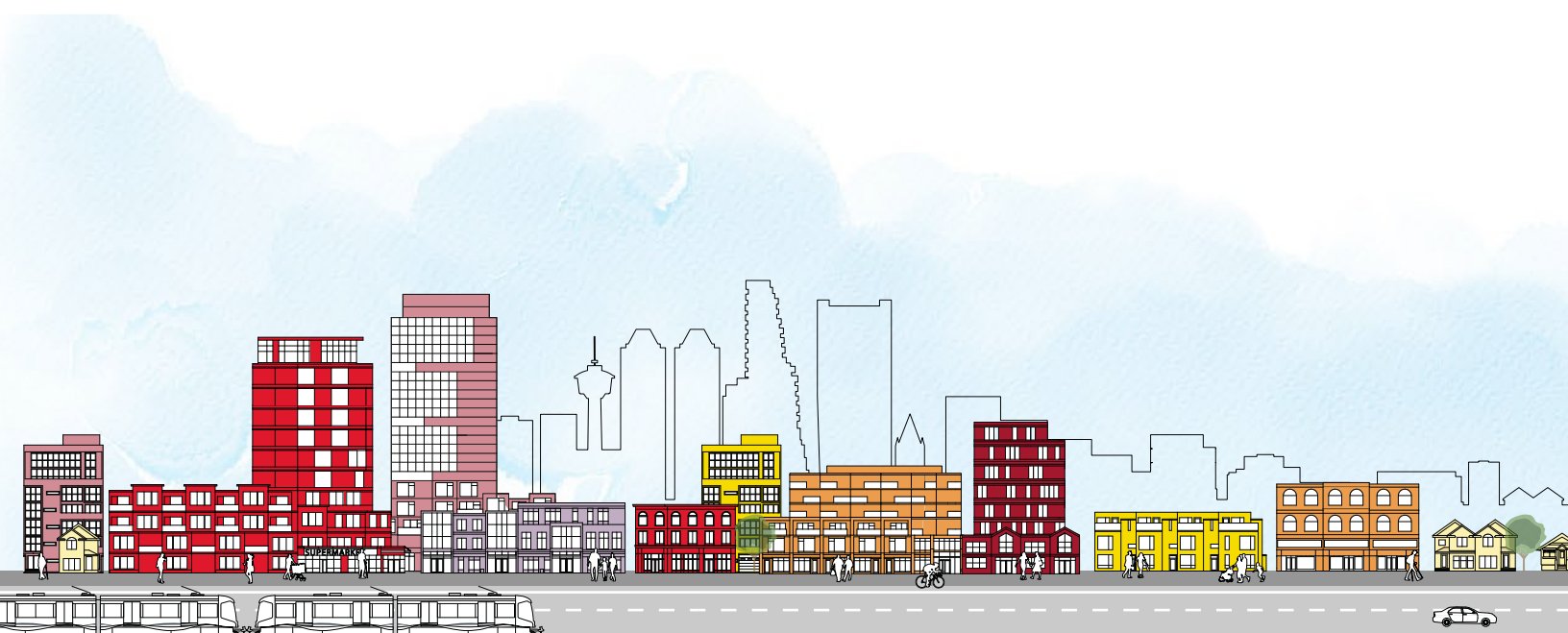
1.2 North Hill Communities

Vision and Core Ideas

Building upon principles and goals set out in **The Guidebook for Great Communities** and community input, the **North Hill Communities Local Area Plan** establishes a vision for how growth will be accommodated in the future.

Vision

The North Hill Communities will accommodate a diverse population by providing varied housing options focused around a collection of **Main Streets, Activity Centres**, civic facilities, parks and open spaces. The North Hill Communities will be well-integrated with local and city-wide mobility networks allowing people of all ages and abilities safe and accessible ways to get around. The North Hill Communities will continue to evolve and grow through high-quality people-focused design, building upon their history as among the best communities to live in Calgary.



Core Ideas

The following core ideas were developed through the engagement process and were used to shape the policies and guidelines in Chapters 2 and 3 of this Plan.



Facilitate the continued development of Centre Street N, Edmonton Trail N, 16 Avenue N and 4 Street NW into vibrant mixed-use **Main Streets** that are supported by diverse housing options on tree-lined streets and an enhanced public realm.

Build on and strengthen existing neighbourhood shops and community amenities outside of the four **Main Streets** with a focus on those located on 20 Avenue NW.

Figure 2: Vision and Big Ideas

Vision and big ideas captured through the North Hill Communities engagement process.



North Hill Communities Tradeshow

MARCH 2ND,
2019

Share Your Vision for the North Hill Communities



SAM HESTER
THE23RDSTORY.COM

1.3 Community Context

History

Calgary is located on the traditional territories of the people of Treaty 7. This includes: the Blackfoot Confederacy, made up of the Siksika, Piikani, and Kainai First Nations; the Îlethka Nakoda Wîcastabi First Nations, comprised of the Chiniki, Bearspaw, and Wesley 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.

For more than 11,000 years, the confluence of the Bow and Elbow rivers has been important for Indigenous peoples. The **escarpment** overlooking these rivers, the North Hill, is located along an ancient north-south corridor known as the Old North Trail, where Indigenous peoples have lived, loved, raised families, travelled and traded. With its sheltering river flats, plentiful wood and water, and warm Chinook winds in the winter, the Calgary area was a preferred seasonal campsite.

As a permanently settled place, Calgary began in 1875 as a North-West Mounted Police post. 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 in 1894 it became a city.

Before two large annexations added considerably to Calgary's footprint in 1907 and 1910, the site of the future North Hill Communities lay outside the municipal boundaries. Beginning in the 1880s, the area was settled by homesteaders who obtained their farms through the Dominion Lands Act. The open space of Fox Hollow is a remnant of that agricultural period. As late as the 1940s, it was the site of the East Mount Pleasant Dairy Farm.

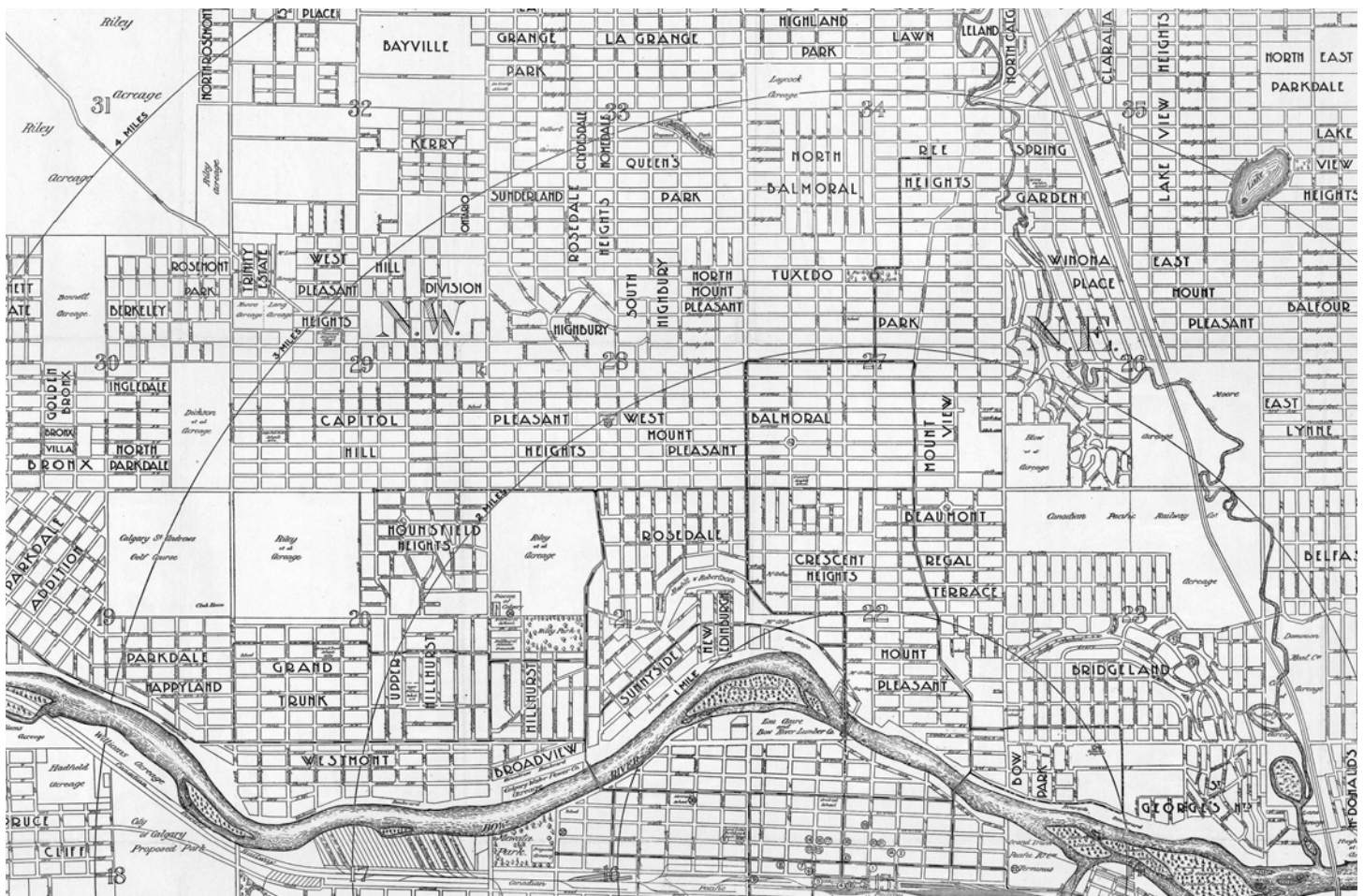
The North Hill Communities area was also a transit corridor. In the manner of the Old North Trail, the Calgary-Edmonton Trail became Calgary's lifeline to the north. In 1873, Reverend John McDougall cut a new path between Edmonton and his Methodist mission at Morley. The new trail was extended to Calgary in 1875, and its route was surveyed and finalized in 1886. It became known as Edmonton Trail to those travelling

north and as Calgary Trail to those travelling south. Before the original wood-truss Langevin Bridge was completed in 1890, travellers forded the Bow River or crossed by ferry. (The second, extant Langevin Bridge was completed in 1910 and was renamed Reconciliation Bridge in 2017.)

Regular mail and stagecoach services began along the Calgary-Edmonton Trail in 1883. The trail's significance diminished in 1891 with the completion of the Calgary & Edmonton Railway, a CPR subsidiary. The new branch line crossed through the future sites of Renfrew, Winston Heights-Mountview, and Greenview Industrial Park. Passenger service ended in 1985, but the line remains in use for freight service.

Early in the twentieth century, Calgary experienced an economic and population boom that saw it transformed into a regional wholesale and distribution centre. Speculators began purchasing farmland outside the city limits and registering subdivision plans. In 1906, Oscar G. Devenish (best remembered for building the Devenish Apartments, an extant Beltline landmark) acquired part of the future Capitol Hill site, and Archibald John McArthur registered the Crescent Heights subdivision.

The 1907 annexation gave Calgary a beachhead north of the Bow, including portions of Crescent Heights and Renfrew south of 8 Avenue N. Though most of Crescent Heights lay outside the new city limits, McArthur promoted his subdivision, and he built the original Centre Street Bridge that year as a private venture. In 1908, residents organized the Village of Crescent Heights, which had its own municipal council, school board, village constable, and volunteer fire brigade. Besides McArthur's subdivision, the village included



1913 Street Map of the City of Calgary [from University of Calgary Libraries and Cultural Resources Digital Collections]

portions of the future Mount Pleasant, Renfrew, Tuxedo Park, and Winston Heights/Mountview. Before long, villagers petitioned for annexation to Calgary.

The 1910 annexation involved a massive area that included the Village of Crescent Heights and the balance of the North Hill Communities area. The Calgary Municipal Railway, which had been inaugurated in 1909, was a key factor that accelerated and shaped early growth. Homebuilders gravitated toward areas close to streetcar routes, and streetcars made commercial uses 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.

Besides Capitol Hill and Crescent Heights, pre-First World War subdivisions included Mountview, Rosedale, and Tuxedo Park, as well as the former subdivisions of Balmoral (which now lies within Tuxedo Park), Beaumont and Regal Terrace (now part of Renfrew), the original Mount Pleasant (now part of Crescent Heights), North Balmoral (now Highland Park), Highbury (divided between Capitol Hill, Mount Pleasant, and Rosemont),

Pleasant Heights (divided between Capitol Hill and Mount Pleasant), and Ree Heights (divided between Greenview Industrial Park, Highland Park, and Winston Heights/Mountview). Some were developed while others remained lightly-settled or speculative.

The city's pre-First World War boom ended in 1913, and Calgary grew modestly in the decades that followed. Its built area contracted in the 1920s through a City program that subsidized the cost of house-moving and encouraged property owners in outlying areas to swap their land for inner-city lots. 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 such as Winston Heights and Thorncliffe-Greenview.

Like Bowness, Forest Lawn, Mission, and Montgomery, Crescent Heights is one of Calgary's few neighbourhoods that was once an independent municipality. It remains a middle-class inner-city neighbourhood bisected by the Centre Street commercial district and bounded

to the north by 16 Avenue. Nearly two dozen sites on the city's heritage inventory are located in Crescent Heights, including Crescent Heights Senior High School, a Collegiate Gothic landmark built in 1928, and several tree-lined boulevards that reflect the influence of the City Beautiful Movement. The Crescent Heights Community Association was organized in 1947 and revived in 1974 after a period of inactivity.

Tuxedo Park was subdivided in 1911, and its developer secured a street railway line through an agreement with The City. The developer provided a park, complete with bandstand and gardens, as the streetcar terminus. The Tuxedo Park Community Association, established by 1925 and one of the oldest such organizations in the city, later built its community hall in that park.

The southern half of the present district began as Balmoral, which included in its design one of only two known historic circuses in Calgary; the other was in Beaumont, which now lies within Renfrew. An element of the City Beautiful Movement, a circus is an intersection with four separate quadrants that join together to make up a landscaped circle. While the Beaumont Circus served primarily as a traffic circle until 1945, it along with the Balmoral Circus provided manicured landscaped spaces within these two early neighbourhoods. Historic buildings in the neighbourhood include the Unitarian Church of Calgary (built as Crescent Heights Methodist in 1908, when this was part of the Village of Crescent Heights), a set of worker cottages on 20 Avenue NW, and Balmoral School, an Edwardian Classical landmark built of sandstone in 1914.

Capitol Hill comprises the original subdivision by that name (located west of 14 Street, subdivided in 1910) and

part of Pleasant Heights (east of 14 Street, subdivided in 1907). Some development took place in the 1920s, but it took until the 1950s for intensive residential development. Capitol Hill Cottage School, built in 1912, is a neighbourhood landmark. Development of Capitol Hill Park began in 1932, and the sprawling Confederation Park opened in 1967. The Capitol Hill Community Association was established in 1948.

Development began in Mount Pleasant around 1912, and its historic landmarks include two schools from 1913, the sandstone King George School and the smaller, Arts and Crafts-style North Mount Pleasant School, which was converted into an arts centre in 1986. The Mount Pleasant Community Association was founded in 1950. Confederation Park traverses the northwest part of the neighbourhood.

Renfrew was originally subdivided as Beaumont and Regal Terrace, and its southern portion originated as part of Bridgeland. Stanley Jones Elementary School, a Classical Revival sandstone building, has been a landmark since 1913. The area north of the school lay undeveloped until 1929, when it became the site of the Calgary Municipal Airport (known colloquially as the Stanley Jones Airport). It was replaced a decade later by a superior facility that was eventually renamed the Calgary International Airport—McCall Field.

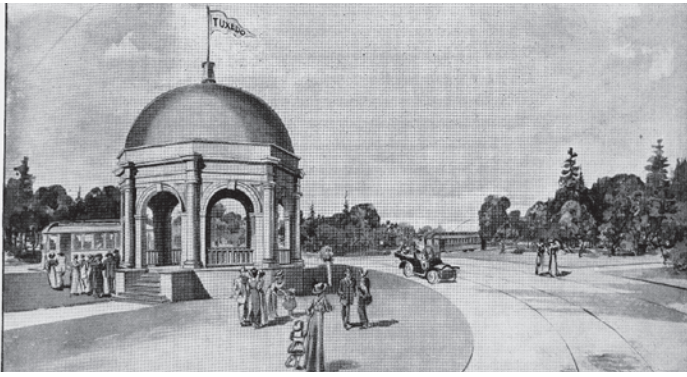
After the Second World War, the Canada Mortgage and Housing Corporation (CMHC) redeveloped the old airport's grass-covered runways with post-war housing for returned veterans and their families. The new Renfrew neighbourhood incorporated curvilinear streets as well as small parks taking inspiration from the neighbourhood unit planning concept developed



"View of houses on North Hill above the Bow River, Calgary, Alberta", ca. 1917. Courtesy of Glenbow Archives, NA-1604-24, Archives and Special Collections, University of Calgary



"Air show at Renfrew Airport, Calgary, Alberta", ca. 1920s, by W.J. Oliver. Courtesy of Glenbow Archives, NC-79-19, Archives and Special Collections, University of Calgary



"Tuxedo Park Pavilion, Calgary, Alberta", 1911.
Courtesy of Glenbow Archives, NA-2472-1,
Archives and Special Collections, University of Calgary



"16th Avenue NW, Calgary, Alberta", 1920.
Courtesy of Glenbow Archives, NA-3774-55, Archives and Special Collections,
University of Calgary

in New York by Clarence Perry in the 1920s. Further subdivisions in the 1950s in Renfrew added to the CMHC plan.

Present-day Highland Park comprises the former subdivisions of North Balmoral, which was subdivided in 1908, and Ree Heights, which was subdivided in 1910. Some homes were constructed as early as 1910, but the neighbourhood remained largely undeveloped until after the Second World War. However, a group of prewar houses, built elsewhere and later relocated, stand along 34 Avenue between 1 and 2 streets NE. The Highland Park Community Association was established in 1946. James Fowler High School opened in Highland Park in 1963.

Rosedale was subdivided in 1909, and Crescent Road emerged early as a scenic boulevard where six houses on The City's Heritage **Inventory**, built between 1913 and 1952, are located. Rosedale boasts historic tree-lined boulevards influenced by the City Beautiful Movement. The neighbourhood developed slowly, with construction booms in the late-1920s and late-1940s. The Rosedale Community Association was established in 1950.

Mountview originally extended eastward from Edmonton Trail between 16 Avenue and 24 Avenue NE. Even before its initial subdivision in 1907, Mountview was home to the city's smallpox hospital, which stood at 16 Avenue and 5 Street NE by 1906. It was replaced in 1913 by the Mountview Hospital, a larger complex for smallpox, tuberculosis, and other isolation cases. From 1923 until 1958, the building housed the Mountview Home for Girls. It was later demolished and replaced by a Calgary Co-op supermarket.

Winston Heights was developed adjacent to Mountview after the Second World War. The area between 25 Avenue and 30 Avenue NE eastward from Edmonton Trail was subdivided, and the first of 60 homes built under the new Veterans' Land Act were completed by

1946. The Winston Heights Community Association was organized that year, and it became the Winston Heights-Mountview Community Association by 1963.

In 1923, the Regal Golf Course opened in the future Winston Heights/Mountview district. It was renamed the Elks Golf Club in 1969, and it continues as the Winston Golf Club. Nearby Fox Hollow Golf Course opened in 1990.

Thorncliffe-Greenview is the union of two separate neighbourhoods that originated in the 1950s. Both are bisected by McKnight Boulevard, which forms the northern boundary of the North Hill Communities. Thorncliffe began in 1954 as Thorncliffe Heights, and it was the first Calgary neighbourhood created through a private contract that assigned the cost of utilities, streets and sidewalks to the developer. The small portion of Thorncliffe that lies within the North Hill Communities area comprises four blocks of detached houses between Laycock Drive and McKnight Boulevard NW, a commercial strip along Centre Street (including the Northgate Shopping Centre, built in 1958), and part of Highland Valley Park. The Thorncliffe Heights Community Association was founded in 1956.

Greenview was approved in 1959 and developed by 1961, when Greenview Elementary School opened and the city's first rowhousing project was completed in the neighbourhood. Greenview residents joined the community association in neighbouring Thorncliffe. By 1967, it was renamed the Thorncliffe-Greenview Community Association.

Greenview Industrial Park, which opened in 1960, followed a pattern established in 1954 when The City developed Calgary's first industrial park in Manchester. Early landmarks included the Sunset Drive-In (which opened in 1950, predating the industrial park), the Airliner Motor Hotel, and Golden Acre Nurseries. In 1976, Calgary Transit relocated to its expansive new Spring Gardens complex in Greenview Industrial Park.

Transportation development and settlement patterns contributed to the early emergence of **Main Streets** in the North Hill Communities, including Edmonton Trail, 16 Avenue N, Centre Street, and 4 Street NW.

As a city street, Edmonton Trail retained its historic name as well as its function as a significant transit corridor. In 1911, it became part of the Crescent Heights streetcar loop as well as the Tuxedo Park extension line to the north. The street developed quickly as a mixed-use residential and commercial street. After the Second World War, the Calgary Transit System (as the Calgary Municipal Railway was renamed) converted its streetcar system to a network of electric trolley coach routes (for trunk lines) and bus routes (for shorter distances). Trolley coaches were rubber-wheeled like buses; however, like streetcars, they required overhead electric trolley wires. The Crescent Heights route, which included Edmonton Trail between the Bow River and 16 Avenue N, became Calgary's first electric trolley coach route in 1947. In 1958, trolley wires were extended north on Edmonton Trail to 37 Avenue NE. Diesel buses replaced trolley coaches in 1974.

South of the Bow River, Centre Street was originally aligned with the CPR station in a typical CPR townsite pattern. The City's purchase of the private Centre Street Bridge in 1912 and construction of the present bridge in 1916–17 projected the street's **Main Street** function, including mixed-use residential and commercial development, north of the Bow. Streetcar service extended across the bridge to 4 Avenue N in 1917, to 20 Avenue N in 1919, and, ultimately, to 32 Avenue N. Trolley coaches replaced streetcars in 1947, initially to 36 Avenue N and, in 1957, to Northmount Drive.

16 Avenue N follows a section line that was surveyed in the early 1880s. It formed the northern boundary of the short-lived Village of Crescent Heights, and it developed as a mixed-use **Main Street** before its annexation to Calgary in 1910. The avenue formed part of the street railway's Crescent Heights loop as well as its later Centre Street line and its Capitol Hill extension. It became part of the first trolley coach line in 1947. In 1954, 16 Avenue N was designated as part of the Trans-Canada Highway, which was officially dedicated in 1962. Completion of the Southern Alberta Jubilee Auditorium in 1957 and North Hill Mall in 1959 contributed to the modern development of 16 Avenue N.

4 Street NW developed as a residential street by 1912. After 1919, it was included in a new streetcar loop that formed along with Centre Street, 12 Avenue NW, and 20 Avenue NW. In 1947, 4 Street became part of a new trolley coach line from 12 Avenue to 26 Avenue NW. It was extended to 32 Avenue in 1955 and to Northmount Drive in 1958.

More recently, Deerfoot Trail was developed in the 1970s and 1980s along the eastern edge of the North Hill Communities as a freeway and provincial highway. The Nose Creek Pathway, a bicycle and pedestrian path, was introduced in the mid-1980s.

Historic peak population for many of the North Hill Communities was reached by the late 1960s. Today, the North Hill Communities comprises nine residential communities and the Greenview Industrial Area (**Map 1: Community Context**). These communities have their own individual boundaries and community associations but are united by shared amenities, schools, urban and neighbourhood **Main Streets, Activity Centres**, public infrastructure, transit, natural areas and regional and neighbourhood parks.



First streetcar to cover route to Crescent Heights, 1911
Glenbow Archives, NA-2891-11



"Better homes for '54, Calgary, Alberta", 1954. Courtesy of Glenbow Archives, NA-5600-6668g, Archives and Special Collections, University of Calgary

Community Characteristics and Attributes

This section highlights characteristics and attributes for the North Hill Communities that were considered as part of the development of this Plan. These are described below and key attributes are shown on **Map 2: Community Characteristics and Attributes**. The characteristics and attributes should be considered throughout all subsequent phases of planning and development.

Topography

The North Hill Communities are characterized by relatively high elevation north of the Bow River. Steep **escarpments** form the south and east boundaries of the area, sloping down to the Bow River and Nose Creek respectively. Gentle slopes grade toward Confederation Park, a regional drainage route for stormwater, in the northwest plan area. Water draining to Confederation Creek flows east and north into Nose Creek.



Natural Features and Areas

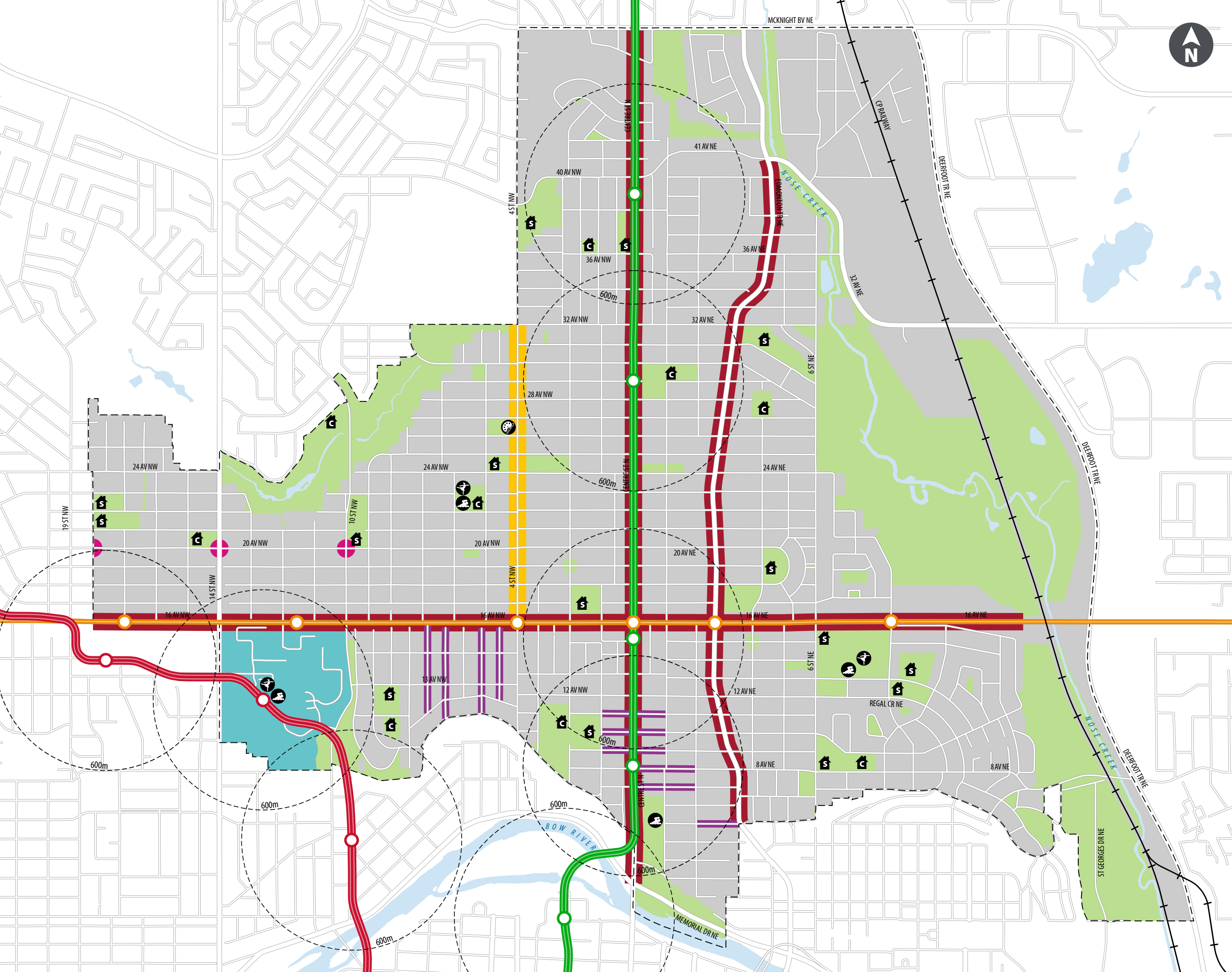
The Plan area includes a number of natural areas, parks and open spaces. Natural areas include Nose Creek, located along the eastern edge of the plan area, the Bow River, located along the south, and two significant **escarpment** areas. These natural areas provide ecological value within the city and allow for context appropriate leisure/recreational opportunities. The North Hill Communities also include a number of major, minor and local parks, most significant of which is Confederation Park, a 160-hectare park which offers a rich mix of activities and amenities in a naturalized setting.



Urban Forest

The mature tree canopy is both an important asset and defining character element for the North Hill Communities. This canopy is comprised of trees on privately landscaped parcels as well as along public streets within boulevards. Some of these boulevards, particularly along the avenues south of 16 Avenue N are identified as heritage boulevards due to their historical importance to the wider communities.





Map 2 Community Characteristics and Attributes

Legend

- School
- Community Centre
- Arena
- Art Centre
- Swimming Pool
- Red Line LRT
- Future Green Line LRT
- MAX Orange
- Distance From Station
- Heritage Boulevards
- Freight Rail Corridor
- Neighbourhood Main Street
- Urban Main Street
- Community Activity Centre
- Neighbourhood Activity Centre
- Parks, Civic and Recreation
- Plan Area Boundary



Main Streets

There are four **Main Streets** in the plan area as identified by the MDP. The MDP includes general policies and development intensity targets for **Main Streets** that vary depending on whether they are Urban or Neighbourhood **Main Streets**. Edmonton Trail NE, 16 Avenue N, and Centre Street N are Urban **Main Streets** while 4 Street NW is identified as a Neighbourhood **Main Street**.



Activity Centres

There are two types of **Activity Centres** located within the plan area, Neighbourhood and Community **Activity Centres**. The MDP identifies the Southern Alberta Institute of Technology (SAIT) as a Community **Activity Centre**. The Plan identifies three Neighbourhood **Activity Centres** located along 20 Avenue NW at 18 Street NW, 14 Street NW, and 10 Street NW.



Public Transit Infrastructure

The North Hill Communities provide a number of future and existing transit options including the Max Orange Bus Rapid Transit (BRT) that runs along 16 Avenue N and the future planned Green Line LRT. In addition, there is high-frequency bus service that runs along Centre Street N as well as local bus routes that provide connections through the community.



Heritage Resources

Some of the 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, a majority of **heritage resources** in the plan area are not legally protected from substantial alteration or demolition, but nevertheless individually and collectively contribute to the historic character of the community that is integral to its distinctiveness and value.

Civic Facilities

Civic facilities are important elements of complete communities. Within the North Hill Communities, important civic facilities include the Mount Pleasant Community Sportsplex, Mount Pleasant Arts Centre and Renfrew Aquatic & Recreation Centre.



2 Enabling Growth

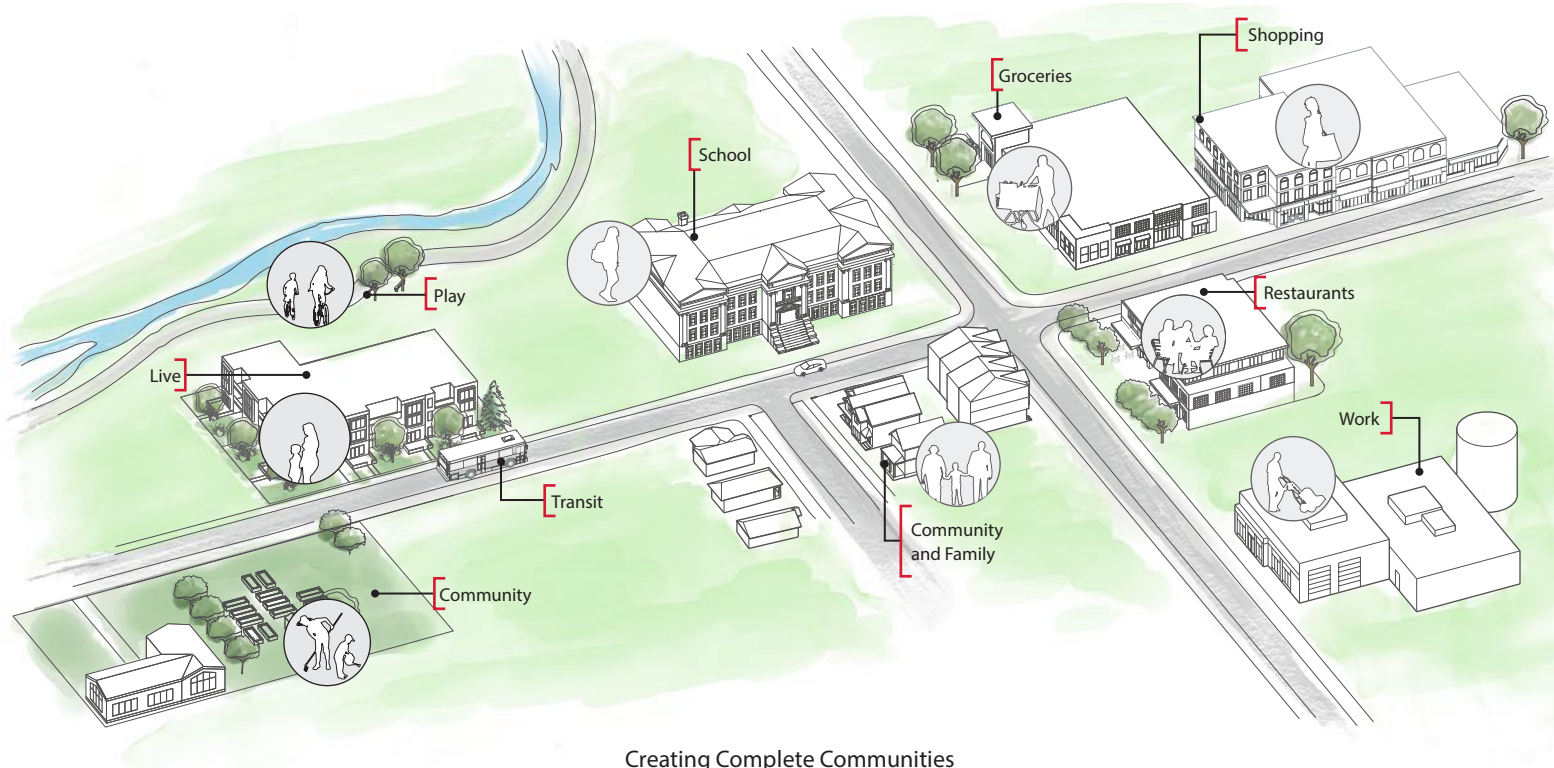


2.1 Introduction

The Plan sets out a future framework for growth and change that recognizes and celebrates the elements that connect the North Hill Communities. The Plan vision focuses growth on **Main Streets, transit station areas, Activity Centres** and supports continued evolution and change within these communities. By implementing this vision, the North Hill Communities will continue to be a unique collection of desirable and welcoming communities for a diversity of people.

In addition, providing opportunities for a greater number of people to live in the North Hill Communities will contribute to a more efficient use of land and public infrastructure and increased access to mobility options including energy efficient modes of

transportation such as transit, biking and walking. The Future Growth Concept is aligned with MDP objectives of fostering more compact development, creating complete communities, and increasing community vitality and character.



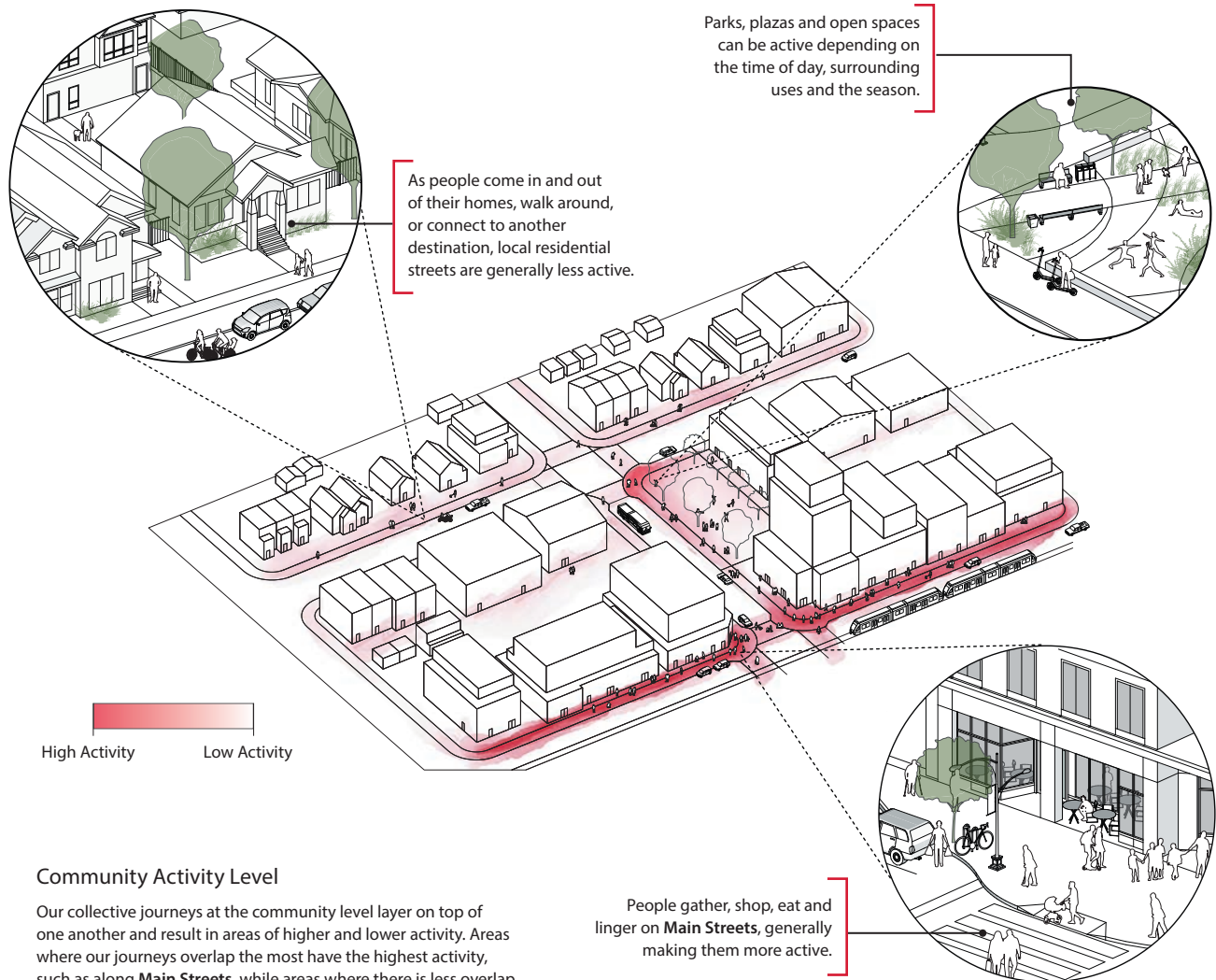
Creating Complete Communities

Our journeys are supported by the city around us—the sidewalks, lights, buildings, open space, roads and transit service. The way a community is built-out and evolves should support the activity of the people who are there and those who will be there in the future.

2.2 The Guidebook for Great Communities

The **Guidebook for Great Communities** helps **local area plans** implement and refine the growth policies of the MDP by providing an urban form classification system and associated policies. The urban form classification system identifies and categorizes the purpose and general function (land use) of different parts of a community. The relationship between the resulting urban form categories helps **local area plans** to demonstrate how the different areas of a community relate to and support each other.

People's personal journeys within the community are the foundation of the system, establishing what people do, and will do, in different parts of a community and how many people make use, or will make use, of these areas. People go to different areas of a community for different purposes. Places where many people go are high activity areas, while places where fewer people go are lower activity areas. Despite the difference in overall activity level in different communities the structure is still similar: there are places where activity is focused in a community, such as a **Main Street**, and places that are less active, such as a local residential street.



Community Activity Level

Our collective journeys at the community level layer on top of one another and result in areas of higher and lower activity. Areas where our journeys overlap the most have the highest activity, such as along **Main Streets**, while areas where there is less overlap have the lowest activity, such as on quiet residential streets. Community activity level is important for visualizing how our communities function and informs the planning process.

2.3 Future Growth Concept

The Future Growth Concept set out in this Plan envisions accommodating growth and change in key strategic areas as identified in the MDP, through planning and technical analysis, and stakeholder engagement conducted in the drafting of the Plan. This vision not only builds upon the area's existing characteristics and attributes but also sets the foundation to support investment in increased mobility options including the Green Line LRT and Max Orange BRT.

The Plan envisions the area's four **Main Streets** supporting high-levels of activity and including a broad range of commercial and residential functions. Activity levels will be accommodated through well-designed buildings that support a high-quality **public realm** and street experience. These are, and will continue to be, the streets with the greatest number of people strolling down them, enjoying shops and restaurants on wide sidewalks that provide a **public realm** that offers opportunities to sit, socialize and watch the street life pass by. The Green Line LRT will run down one of these **Main Streets**, Centre Street N, and the Plan envisions this corridor and **transit station areas** accommodating increased intensity of both residential and commercial land use functions as well as higher building scales than the surrounding residential areas.

The Max Orange BRT also runs through the Plan area with several stops located along 16 Avenue N. The Plan provides policy direction around BRT stations on 16 Avenue N primarily through the **Main Streets** policies in sections 2.5 and 2.6.

The Future Growth Concept also envisions **Activity Centres** and important east-west corridors such as 20 Avenue N, 12 Avenue N, and 8 Avenue N as accommodating more moderate growth in the form mix of uses in low scaled buildings of generally up to six storeys. These areas will provide increased housing options within the North Hill Communities and support locally focused businesses and community amenities.

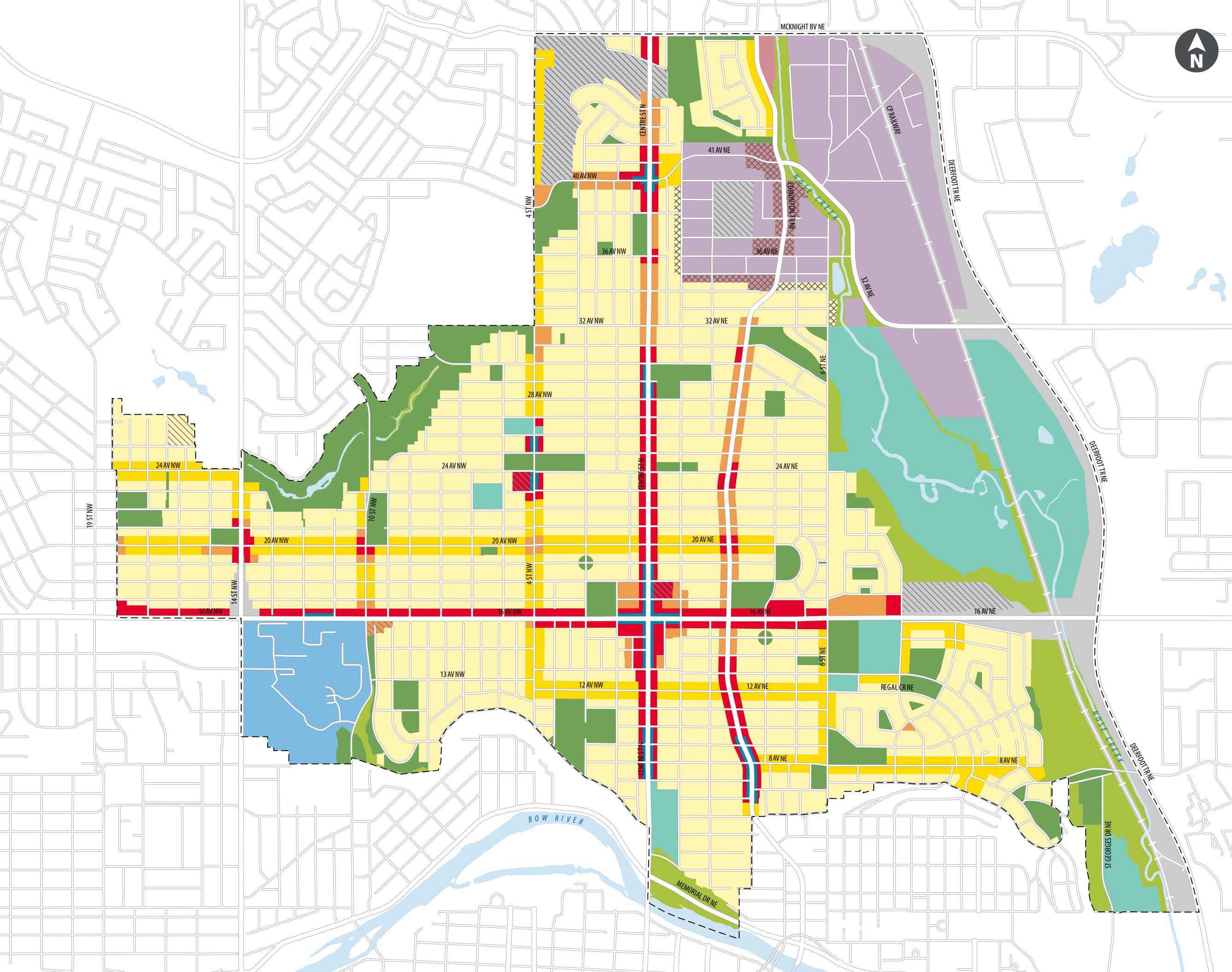
The future vision for growth for the North Hill Communities is represented on **Map 3: Urban Form** and **Map 4: Building Scale**. The maps use the urban form categories, additional policy guidance and building scale policies that are defined in Chapter 2 of the Guidebook.

These two maps indicate where future growth and activity would be focused in the Plan area and define the general function for different parts of the North Hill Communities. The specific urban form categories and building scales for locations within the North Hill Communities are described in relation to the overall vision in the policy sections that address each of the distinct geographic parts of the North Hill Communities plan area.

Map 3: Urban Form illustrates the general location of urban form categories and the block pattern in the Plan area. Together these elements describe the primary community functions/land uses (housing, commercial, industrial, regional campus, parks, civic and recreation, and natural areas) and policy consideration for the Plan area. Urban form categories can be modified to respond to the local context through additional policy guidance. The additional guidance is intended to be complementary to the urban form category to which they have been applied.

Map 4: Building Scale illustrates the general building height and massing within the Plan area which supports the primary functions shown in **Map 3: Urban Form**. To understand the type and scale of development that is appropriate in the Plan area both maps should be read together.

All development should generally comply with the maps and policies from the Plan as well as the policies of the Guidebook.



Map 3 Urban Form

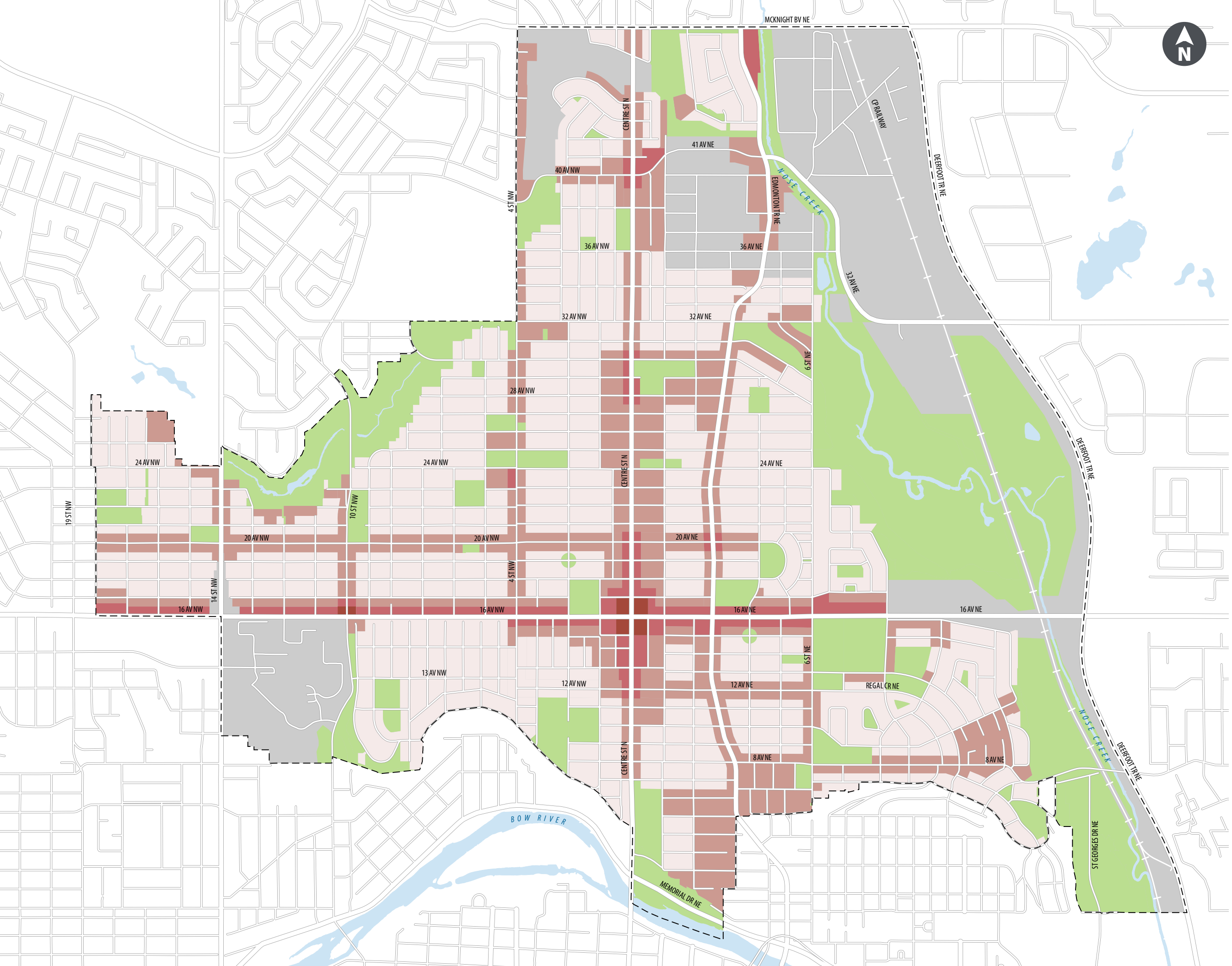
Legend

Urban Form Categories

- Neighbourhood Commercial
- Neighbourhood Flex
- Neighbourhood Connector
- Neighbourhood Local
- Commercial Corridor
- Industrial General
- Natural Areas
- Parks and Open Space
- City Civic and Recreation
- Regional Campus
- No Urban Form Category

Additional Policy Guidance

- Active Frontage
- Comprehensive Planning Site
- Industrial Transition
- Plan Area Boundary



Map 4:
Building Scale

- Legend**
- No Scale Modifier
 - Limited (up to 3 Storeys)
 - Low (up to 6 Storeys)
 - Mid (up to 12 Storeys)
 - High (up to 26 Storeys)
 - Parks, Civic and Recreation
 - Plan Area Boundary

2.4 General Policies

This section outlines policies that apply to all areas within the Plan, unless otherwise stated, and must be read in conjunction with the policies for each specific policy area in the following sections. These policies are to be applied primarily through the planning applications process and are intended to guide future development.



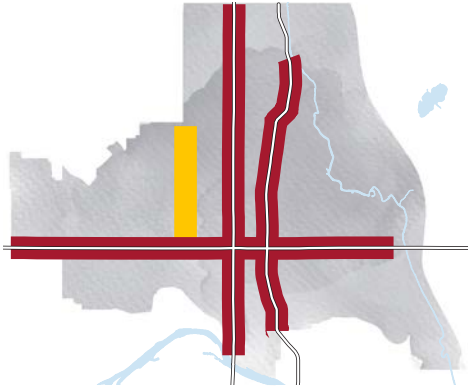
In addition to the policies of this Plan, the policies set out in Chapters 2 and 3 of the Guidebook apply to the plan area.

Policy

1. Development located within Neighbourhood Local or Neighbourhood Connector areas that have a Low scale modifier, excluding **Main Streets** and **Activity Centres**, should provide a building stepback at or below the fourth storey to mitigate the impact of massing and scale on adjacent lower-scale development. Exceptions may be considered where the development demonstrates an appropriate transition through use of design tools, including but not limited to:
 - a. overall reduction in building mass;
 - b. increased setbacks; and
 - c. building articulation.
2. Development adjacent to Parks and Open Spaces, City Civic and Recreation, and Natural Areas should be designed to minimize shadowing on these areas. A shadow study may be required at the Development Permit stage to determine potential impacts and mitigation strategies. Such strategies may include but are not limited to building orientation, limited floor-plate size, and/or tower separation.
3. In addition to the heritage resources policies of the Guidebook, the conservation of **heritage resources** is encouraged by supporting higher-density development and/or additional uses on sites where a **heritage resource** or cluster of **heritage resources** is retained.
4. Existing mature trees should be protected and maintained on City-owned lands including boulevards, parks and other parcels. Any impacts to trees or other vegetation on heritage boulevards identified on The City's **Inventory of Evaluated Heritage Resources** should be avoided wherever possible and if avoidance is not possible mitigated using best practices for tree protection.
5. Existing healthy trees on private lots should be protected, where feasible, to promote retention and expansion of the existing tree canopy.
6. Development on streets with road rights-of-way setbacks should use the setback area to provide for an improved **public realm** and create safe, welcoming pedestrian environments. Design considerations are subject to technical feasibility and may include, but are not limited to:
 - a. Improved sidewalks (width, surface treatment, accessibility);
 - b. enhanced landscaping;
 - c. street trees, where feasible, utilizing high-quality standards for tree planting including the use of high-quality soil material, sufficient soil volume, and other best practices/techniques to promote long-term sustainability of newly planted trees;
 - d. street furniture; and
 - e. integration with transit stops.

7. In addition to the parking policies of the Guidebook, where developments propose vehicle-parking relaxations, consideration should be given to the policies and amenities and **infrastructure** identified in Chapter 3 and Appendix A of this Plan.
8. A portion of the plan area falls within the Nose Creek sub-watershed and development should consider the Nose Creek Watershed Management Plan in planning and site-design decisions.
9. Utility upgrades should be coordinated, when feasible and appropriate, with other **infrastructure** improvements, particularly along **Main Streets** and in **transit station areas**.
10. Development adjacent to Confederation Park should minimize shadowing on the park. Buildings should not cast shadows into Confederation Park beyond a line 25 meters from and parallel to the shared property boundary for a duration exceeding one hour between the hours of 10:00 and 16:00 Mountain Time between March 21 and September 21. A shadow study will be required at the Development Permit stage to determine potential impacts and mitigation strategies.
11. All development adjacent to Confederation Park should include a landscape buffer between the park and the development site.
12. **Map 3: Urban Form** identifies the lands on and around the former Highland Park Golf Course as a Comprehensive Planning Site. The Plan recognizes that significant stormwater and drainage challenges exist on the site as outlined in the Confederation Park Regional Drainage Study – Final Report (2019). In addition to the policies for Comprehensive Planning Sites set out in the Guidebook, development should:
 - a. provide pedestrian/bicycle connections to The City's pathways and bikeways network.
13. **Map 3: Urban Form** identifies the Roads and Parks depots located at 1650 and 1651 25 Avenue NW, 2802 and 2807 16 Street NW, and 2724 16A Street NW as a Comprehensive Planning Site. This site is comprised of seven separate legal parcels and the intent of this policy is to ensure that they are comprehensively planned. In addition to the policies for Comprehensive Planning Sites in the Guidebook, development should:
 - a. provide for an enhanced interface with Confederation Park Golf Course and the adjacent pathway;
 - b. provide pedestrian/bicycle connections to the pathway and bikeway network; and
 - c. determine opportunities for greenhouse gas emission reduction through a renewable and low-carbon energy feasibility assessment.





2.5 Main Streets

The following policies apply to all development that has frontage on one or more of the area's **Main Streets** including 16 Avenue N, Centre Street N, Edmonton Trail NE, and 4 Street NW. The policies are intended to encourage the creation of high-quality buildings on **Main Streets** that enhance the pedestrian experience and **public realm** while supporting medium to high levels of pedestrian activity.

Policy

1. High-quality, durable exterior finishing materials such as masonry, metal, glass, and/or concrete should be used on the **street wall**. Cinder block and vinyl siding are discouraged.
2. To encourage a continuous street frontage and mitigate vehicle and pedestrian conflicts on **Main Streets**, relocation and/or closure of lanes that run perpendicular to the **Main Street** may be considered subject to technical feasibility.
3. Development on **Main Streets** should improve the **public realm** and create a safe, welcoming pedestrian environment. Design considerations should include, but are not limited to:
 - a. wider sidewalks that exceed minimum standards;
 - b. increased landscaping including green stormwater infrastructure, where feasible;
 - c. street trees, where feasible, utilizing high-quality standards for tree planting including the use of high-quality soil material, sufficient soil volume, and other best practices/techniques to promote long-term sustainability of newly planted trees;
 - d. publicly accessible amenity space, street furniture, and/or street lighting;
 - e. closure of existing drive-ways;
 - f. curb extensions at intersections and pedestrian crossings;
 - g. alignment with any City Streetscape Master Plans or other City initiated **public realm** plans; and
 - h. opportunities to provide for interim streetscape enhancements within road right-of-way setbacks.
4. Consolidating individual parcels along **Main Streets** is encouraged to realize greater development potential and provide for comprehensively-planned development.
5. New automotive-focused uses such as automotive sales, retailers with large-surface parking areas and/or drive-through restaurants or services are strongly discouraged.
6. New development should integrate with and improve transit stops. Design strategies may include, but are not limited to, providing paved pedestrian connections, incorporating transit stops into the overall site design and avoiding blank walls, exhaust vents, or new driveway crossings facing or near transit stops.



2.6 Urban Main Streets

There are three Urban **Main Streets** in the North Hill Communities Plan area. These include Centre Street N, from 7 Avenue N to McKnight Boulevard N; Edmonton Trail NE, from 5 Avenue NE to 41 Avenue NE; and 16 Avenue N, from Deerfoot Trail NE to 19 Street NW.

Policy

1. To create a human-scaled street environment on Urban **Main Streets**, development should demonstrate how the building design and massing responds to the adjacent development context. Design strategies may include, but are not limited to:
 - a. building setbacks at or below the sixth storey;
 - b. overall reduction of building mass at or above the sixth storey; and
 - c. building articulation.
2. New low-intensity uses such as single-detached, semi-detached and duplex housing are strongly discouraged.



In addition to these locally specific policies, the policies of Chapter 2 and 3 of the Guidebook apply.



Centre Street N

Centre Street N is situated in the heart of the North Hill Communities. Not only is it an important Urban **Main Street** for this area, providing services, amenities, and high-frequency transit to area residents, but it is also important for the wider city and draws visitors from beyond the plan area. In addition, the future Green Line LRT will run on this street connecting to the downtown and communities to the north.

3. Alternative parking designs, protocols, and strategies may be considered where parcel depth is limited and imposes a constraint on the ability to implement an appropriately-sized and functional parkade.
4. **Map 3: Urban Form** identifies 1818 Centre Street N (the “Safeway” site) as a Comprehensive Planning Site. In addition to the policies for Comprehensive Planning Sites in the Guidebook, development should:
 - a. site buildings to front onto Centre Street N;
 - b. provide for Active Frontages and a high-quality, pedestrian-oriented interface along Centre Street N to support the high levels of pedestrian activity on this **Main Street**;
 - c. enhance pedestrian connections through the site and to the adjacent **public realm**;
 - d. provide an appropriate transition in terms of architectural treatment and building scale/ massing to the housing focused development located on 18 Avenue NE; and
 - e. determine opportunities for greenhouse gas emission reduction through a renewable and low-carbon energy feasibility assessment.



16 Avenue N

16 Avenue N serves both as an important Urban **Main Street** and transportation corridor in the plan area. This Plan envisions this **Main Street** accommodating a greater diversity of uses and higher levels of pedestrian activity to support primary transit investments in this area.

5. Underground parking within required road rights-of-way setback and/or front setback area may be allowed subject to confirmation of technical feasibility (e.g. location of utilities).
6. Underground parking that extends underneath a public lane may be considered subject to confirmation it is technically feasible and the successful transfer of ownership for that portion of the lane to the applicant/developer. The City should retain an access easement over the land to keep the lane available for public use, where feasible.
7. **Map 3: Urban Form** identifies the parcels located at the southeast corner of 10 Street NW and 16 Avenue NW as a Comprehensive Planning Site. In addition to the policies for Comprehensive Planning Sites of the Guidebook, development should:
 - a. consider comprehensive redevelopment of the entire site; however, development proposals for individual development parcels may be considered;
 - b. provide a concept plan(s) that consider all parcels within this area;
 - c. consider the interface with adjacent Limited scale development and employ design solutions such as providing amenity spaces between higher scale development and surrounding lower-scale development;
 - d. step back at the second storey along property lines shared with Limited scale development;

- e. provide vehicular access from 10 Street NW or 16 Avenue NW, with the exception of single detached, semi-detached, duplex, and rowhouse developments; and
- f. separate commercial traffic from residential uses to the south by considering traffic control strategies such as a lane closure and/or provision of a turning bulb.

8. **Map 3: Urban Form** identifies Midfield Heights located at 920, 954, 970, 990 and 1020 16 Avenue NE and 16 Moncton Road NE, as a Comprehensive Planning Site. In addition to the policies for Comprehensive Planning Sites of the Guidebook, development should:

- a. include multi-residential, commercial, and/or mixed-use land uses within the site;
- b. recognize the site as a gateway and important entry point to the North Hill Communities by placing prominent buildings and high-quality landscaping, lighting, and/or signage along the 16 Avenue N frontage;
- c. explore opportunities for non-market, affordable housing;
- d. provide pedestrian and bicycle access around and through the site to connect to nearby commercial, residential and recreation uses, as well as the pathway and bikeway network;
- e. determine opportunities for greenhouse gas emission reduction through a renewable and low carbon energy feasibility assessment; and
- f. explore opportunities for integrating development along the north boundary of the site adjacent to the open space and/or **escarpment**.

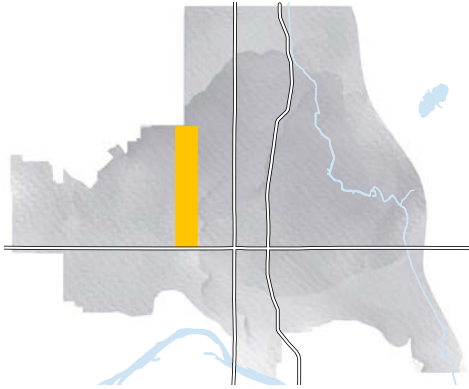


Edmonton Trail N

Edmonton Trail NE is an Urban **Main Street** which runs parallel to Centre Street N. The Plan envisions Edmonton Trail building upon its role as an important corridor with primarily commercial uses south of 16 Avenue N and primarily housing uses north of 16 Avenue N. Edmonton Trail N also passes through the Greenview Industrial Area where it provides an important goods movement function and supports more vehicular oriented industrial and commercial uses. Policy direction is provided primarily through the urban form categories, additional policy guidance and scale identified on Maps 3 and 4.



I love that this area is full of hidden gem restaurants! There are so many places close by and you don't have to travel down to have really good eats and drinks.



2.7 Neighbourhood Main Streets

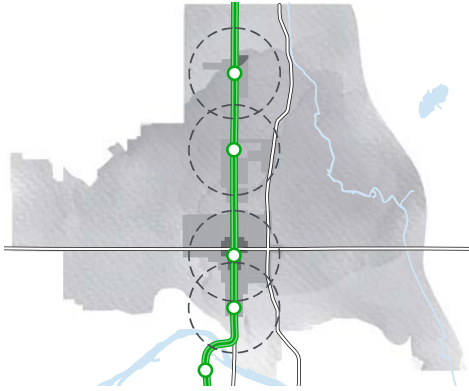
There is one Neighbourhood **Main Street** in the North Hill Communities plan area, 4 Street NW from 17 Avenue NW to 32 Avenue NW. This street primarily serves the local communities by providing a mix of commercial, housing and civic uses.

Policy

1. To create a human-scaled street environment on 4 Street NW, development should demonstrate how the design and massing responds to the adjacent development context. Design strategies may include, but are not limited to:
 - a. building setbacks at or below the fourth storey;
 - b. reduced building massing at or above the fourth storey;
 - c. increased setbacks; and
 - d. building articulation.
2. **Map 3: Urban Form** identifies 2411 4 Street NW ('4 Street Village') as a Comprehensive Planning Site. In addition to the policies for Comprehensive Planning Sites in the Guidebook, development should:
 - a. provide continuous building frontage and minimize curb-cuts on 4 Street NW;
 - b. include pedestrian-oriented commercial uses with Active Frontages facing 4 Street NW; and
 - c. determine opportunities for greenhouse gas emission reduction through a renewable and low-carbon energy feasibility assessment.



In addition to these locally specific policies, the policies of Chapter 2 and 3 of the Guidebook apply.



2.8 Transit Station Areas

The North Hill Communities includes four **transit station areas** along Centre Street N and the Green Line LRT. These **transit station areas** are located around 9 Avenue N, 16 Avenue N, 28 Avenue N, and 40 Avenue N. The exact location for these stations will be determined through detailed design for the Green Line LRT.

The Plan envisions **transit station areas** as gateways to the North Hill Communities, with streetscapes and buildings designed to accommodate high levels of pedestrian activity and support a wide range of different uses, activities, and mobility options. This includes a mix of commercial, office, and residential uses as well as a high-quality **public realm**.

The Plan identifies areas in the immediate proximity to a station as **Core Zones**, and pedestrian activity and building scale are envisioned to be the highest in these areas. This is achieved by applying the Neighbourhood Commercial urban form category and Active Frontage policy guidance as well as generally higher building scale in these areas. Building scales gradually decrease away from the transit station in **Transition Zones** which is achieved through lower-building scales relative to the **Core Zones**.



With the Green Line LRT coming in the future, transit in our area will be world class.



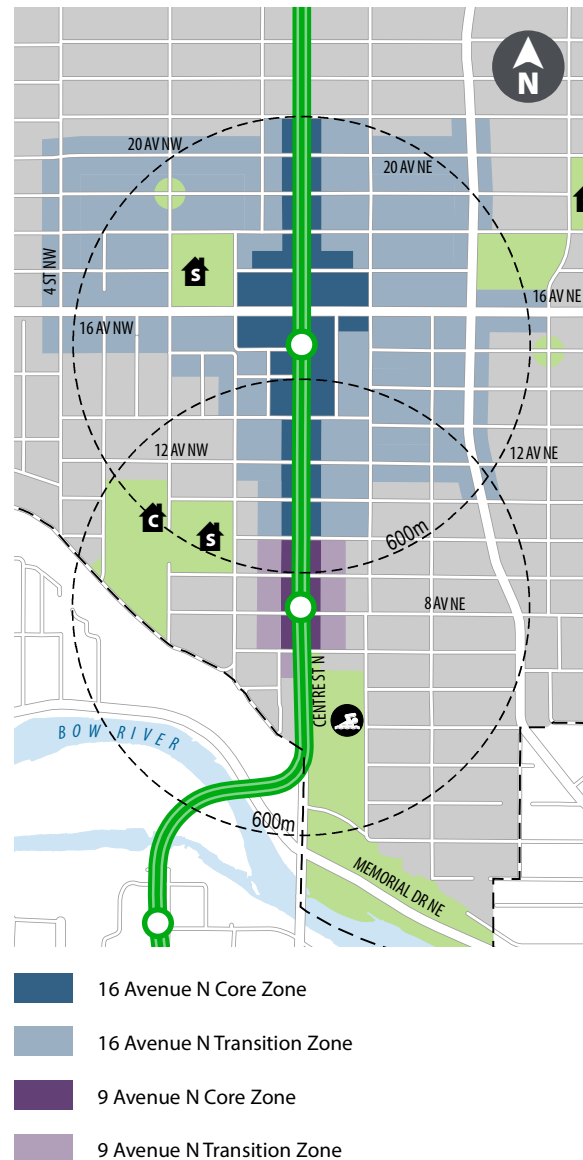
16 Avenue N Station Area

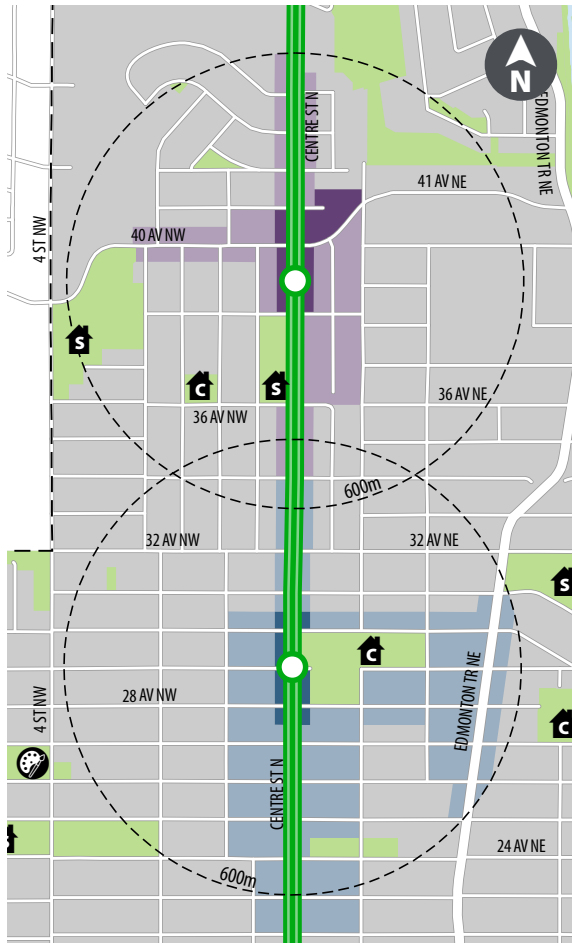
The 16 Avenue N Station is envisioned to be an urban station and one of the busiest stations outside of the Downtown. The 16 Avenue N Station is near many services, amenities, and unique community sites such as Balmoral School, Balmoral Circus and Munro Park. Located at the intersection of two **Main Streets** and accessible by the Max Orange BRT, this Station Area is expected to have the highest level of activity and greatest development intensity in the Plan area and will be well-connected to the city-wide pedestrian and cycling network. Tall buildings with Active Frontages at-grade and commercial and residential uses above grade will accommodate increased jobs and people to support the Green Line LRT and Max Orange BRT, providing enhanced transit access to other parts of the city.

9 Avenue N Station Area

The 9 Avenue N Station is envisioned to be a community station designed to fit within the existing context of the neighbourhood. Located in the heart of Crescent Heights, this Station will have prominent views of Downtown and will be a gateway to Crescent Heights and the North Hill Communities. The Station is in close to proximity to parks, open spaces and civic facilities including Crescent Heights Park, Rotary Park, and the North Hill Community Curling Club.

The 9 Avenue N Station Area is bookended to the east by the historic Beaumont/Regal Terrace **Heritage Guideline Area** and to the west by the historic Crescent Heights **Heritage Guideline Area**, areas characterized by high concentrations of **heritage assets**. As a community station, development intensity is envisioned to focus primarily on Centre Street N with appropriate transitions provided to adjacent lower scale housing areas.





- 28 Avenue N Core Zone
- 28 Avenue N Transition Zone
- 40 Avenue N Core Zone
- 40 Avenue N Transition Zone

40 Avenue N Station Area

The 40 Avenue N Station is the most northern Green Line LRT Station within the North Hill Communities. This Station will provide transit service to residents and access to schools, amenities, and employment opportunities. The Station will serve as a gateway to the community of Highland Park and the Greenview Industrial Area. The Greenview Industrial Area's proximity to this future Station presents a unique opportunity to integrate and support light industrial uses within the **transit station area**. The Station Area will promote the use of transit by creating convenient, comfortable, direct and safe pedestrian linkages to and from the Green Line LRT Station including the Buchanan School, James Fowler High School and the Highland Park Community Centre.

The Station area also benefits from crosstown BRT along 40 Avenue N, connecting this area to employment areas to the east. The highest-scale development will be located at Centre Street N and 40 Avenue N providing increasing housing and employment options to support transit use and create a vibrant station area.

28 Avenue N Station Area

The 28 Avenue N Station will be a community station that provides opportunity to integrate and enhance Tuxedo Park, the Centre Street **Main Street** and the surrounding Tuxedo Park community. Located in an area that has many existing shops, residences and amenities, this **transit station area** will provide a mixed-use activity node for the local community and will support transit ridership by increasing opportunities for people to live and work around the future station.

The **Transition Zone** is intended to transition development intensity and building scale from the **Core Zone** to lower-scale primarily residential areas and provide for enhanced connections to the **Core Zone**, and other **Main Streets** including 4 Street NW and Edmonton Trail NE.

Policy

1. Development adjacent to an LRT station should provide for a high-quality **public realm** that strengthens the sense of place and encourages social gathering, and cultural and recreation activities through elements such as a publicly-accessible private open space or transit plazas, street furniture, seating areas and enhanced landscaping.
 2. Development adjacent to an LRT station should include design measures that enhance the transit interface and make the area comfortable for people waiting for transit by locating uses that support high levels of activity, such as **retail** frontages, immediately adjacent to transit stops, and including architectural features that provide weather protection and create human-scaled environments.
 3. Vehicle parking in **Core Zones** should be located underground or in a parking structure. Where surface parking is provided, it should not be located between a building and a street and should be screened from the public sidewalk.
 4. To encourage additional activity within **transit station areas**, development should consider activation of laneways through strategies such as providing uses that front the laneway, enhanced landscaping and mobility features, and incorporating street art.
 5. Further to the building scale policies of the Guidebook, development in **Core Zones** may exceed, with a limited number of storeys, the building scale identified on **Map 4: Building Scale** while still meeting the overall intent of the building scale. A proposed development should only be allowed to exceed the building scale where:
 - a. The development meets a high standard of design excellence including, but not limited to;
 - i. providing for a substantially enhanced, high-quality **public realm**;
 - ii. iconic architectural design that emphasizes the station as a gateway;
 - iii. creating a sense of place through public art or other unique design elements;
 - iv. including sustainable building and site design elements; and
 - v. provision of affordable housing.
 - b. The development can mitigate the off-site impacts of any additional height, massing and shadowing within the surrounding area through design strategies such as:
 - i. limited floor plate sizes;
 - ii. increased stepbacks and/or reduced massing on upper storeys; and
 - iii. building orientation.
 6. Except for the 16 Avenue N Station Area (policies 2.8.7 and 2.8.8), development within **Core Zones** should have a minimum building height of 2 storeys.
- ### 16 Avenue N Station Area
7. Development at the corners of Centre Street N and 16 Avenue N should have a minimum building height of 6 storeys.
 8. Development within the rest of the **Core Zone** should have a minimum building height of 4 storeys.
 9. Development within the **Transition Zone** should have a minimum building height of 2 storeys.
 10. Development within 200 metres of the Balmoral School site should minimize shadowing on the historic school and outdoor play areas. A shadow study will be required at the development permit stage to determine potential impacts and mitigation strategies for shadowing. Such strategies may include but are not limited to building orientation, limited floor plate size, and/or tower separation.
- ### 28 Avenue N Station Area
11. In conjunction with the design and development of the 28 Avenue North Station, The City should undertake a comprehensive review of the design and programming of the adjacent Tuxedo Park to ensure that the park design is appropriate for a site directly adjacent to an LRT station. Any redesign should ensure that the park is multi-functional, multi-generational and includes significant areas of open space.



2.9 Community Activity Centres

Community **Activity Centres** are identified on **Map 1: Urban Structure Map** of the **Municipal Development Plan**. These are areas of moderate job and population growth with connections to primary transit such as LRT. The Southern Alberta Institute of Technology represents the only Community **Activity Centre** in the North Hill Communities Plan area.

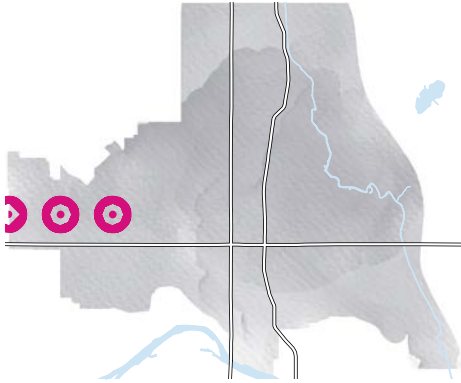
Policy

Southern Alberta Institute of Technology (SAIT)

This Plan recognizes SAIT's role as an important employer and destination for post-secondary students from Calgary and beyond. The Plan supports SAIT's intensification as a central campus and urban academic village. The following policies are intended to inform development along SAIT's interface with the 16 Avenue **Main Street**:

1. Development along 16 Avenue NW should adhere to the **Main Streets** policies of section 2.5 and 2.6.
2. The use of architectural features and public spaces that provide a distinct sense of place are encouraged at the major north-south intersections with 16 Avenue NW to showcase the prominent role of SAIT on this **Main Street** including the following locations:
 - a. 14 Street NW: taking advantage of this prominent location to create a first impression of SAIT from the west and to mark the western gateway to the Plan area;
 - b. 12 Street NW: drawing attention to the principal pedestrian entrance to the college on 16 Avenue; and
 - c. 10 Street NW: complementing the concentration of development activity on the northern side of 16 Avenue in this location.





2.10 Neighbourhood Activity Centres

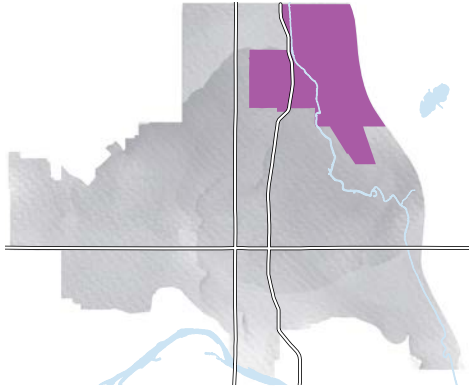
Neighbourhood **Activity Centres** are small mixed-use nodes located within communities that provide opportunities for local job and population growth as well as varied community activities.

There are three Neighbourhood **Activity Centres** in the North Hill Communities, two of which are fully within the Plan area and one that is partially within it. These are centred around the intersections of 18 Street NW and 20 Avenue NW, 14 Street NW and 20 Avenue NW, and 10 Street NW and 20 Avenue NW. These **Activity Centres** currently provide local commercial and community amenities and are envisioned to transition to higher intensity, mixed-use development.

Policy

1. Development in Neighbourhood **Activity Centres** should include improvements to the **public realm** in order to create a safe, welcoming, pedestrian environment. Design considerations include, but are not limited to:
 - a. wider sidewalks that exceed minimum standards and the provision of street trees and green stormwater infrastructure, where feasible;
 - b. publicly accessible amenity areas, public open space, street furniture, and/or street lighting;
 - c. closure of existing drive-ways on streets; and
 - d. curb extensions, where appropriate.





2.11 Greenview Industrial

Greenview Industrial serves as an important employment area for both the North Hill Communities and wider city. General industrial uses characterize the lands to the east of Nose Creek while a mix of light-industrial, commercial, institutional and housing uses characterize the lands to the west. Uses range from auto-body and automotive repair shops, **retail** and restaurants, to places of worship and seniors housing.

The following policies are intended to support the continued diversity and evolution of Greenview Industrial by encouraging opportunities for more job intensive and innovative industrial uses closer to Centre Street N and greater integration of light-industrial uses and residential uses along the area's interface with the Highland Park and Winston Heights-Mountview communities.



Policy

1. Light and medium-industrial uses should be retained, particularly for the lands east of Nose Creek. Industrial uses that are **retail** or office focused, may be considered along McKnight Boulevard NE and 41 Avenue NE without amending **Map 3: Urban Form**.
2. Industrial development that generates high levels of employment is encouraged for the lands west of Nose Creek, particularly in proximity to the future 40 Avenue Green Line LRT station.
3. Development on the west side of Nose Creek should provide for and/or improve sidewalk connections adjacent to their sites.
4. Development adjacent to Nose Creek should include a landscaped buffer with native plantings along the shared boundary to provide a natural transition between the development site and the creek.
5. Development should provide adequate screening along industrial/residential interfaces to mitigate the visual impact of industrial uses and/or storage on primarily housing areas.
6. **Map 3: Urban Form** identifies the Centre Street Church site at 3900 2 Street NE as a Comprehensive Planning Site. In addition to the policies for Comprehensive Planning Sites of the Guidebook, development on this site should:
 - a. determine opportunities for greenhouse gas emission reduction through a renewable and low carbon energy feasibility assessment; and
 - b. enhance pedestrian connections through the site and to the adjacent **public realm**.



2.12 Heritage Guideline Areas

Portions of the North Hill Communities have concentrations of **heritage assets** that warrant additional study and planning. **Heritage assets** are privately owned structures, typically constructed prior to 1945, that significantly retain their original form, scale, massing, window/door pattern and architectural details or materials. Individual **heritage assets** may not warrant inclusion on the **Inventory of Evaluated Historic Resources** or consideration as a **heritage resource**.

Heritage Guideline Areas have been identified for areas that have high concentrations of **heritage assets** and are conceptually shown on **Map 5: Heritage Guideline Areas**. The **Heritage Guideline Areas** are named after the historic neighbourhoods that formed the urban beginnings of the individual communities that now comprise the North Hill Communities. While the names of some of these historic neighbourhoods are still reflected in many of the current communities, the exact boundaries of these early neighbourhoods often differ from their modern-day descendants. Nonetheless, these early neighbourhoods shared many urban characteristics that make the North Hill Communities what they are today and the historic structures that still line many of the streets in these areas are character defining community elements. The **Heritage Guideline Areas** include:

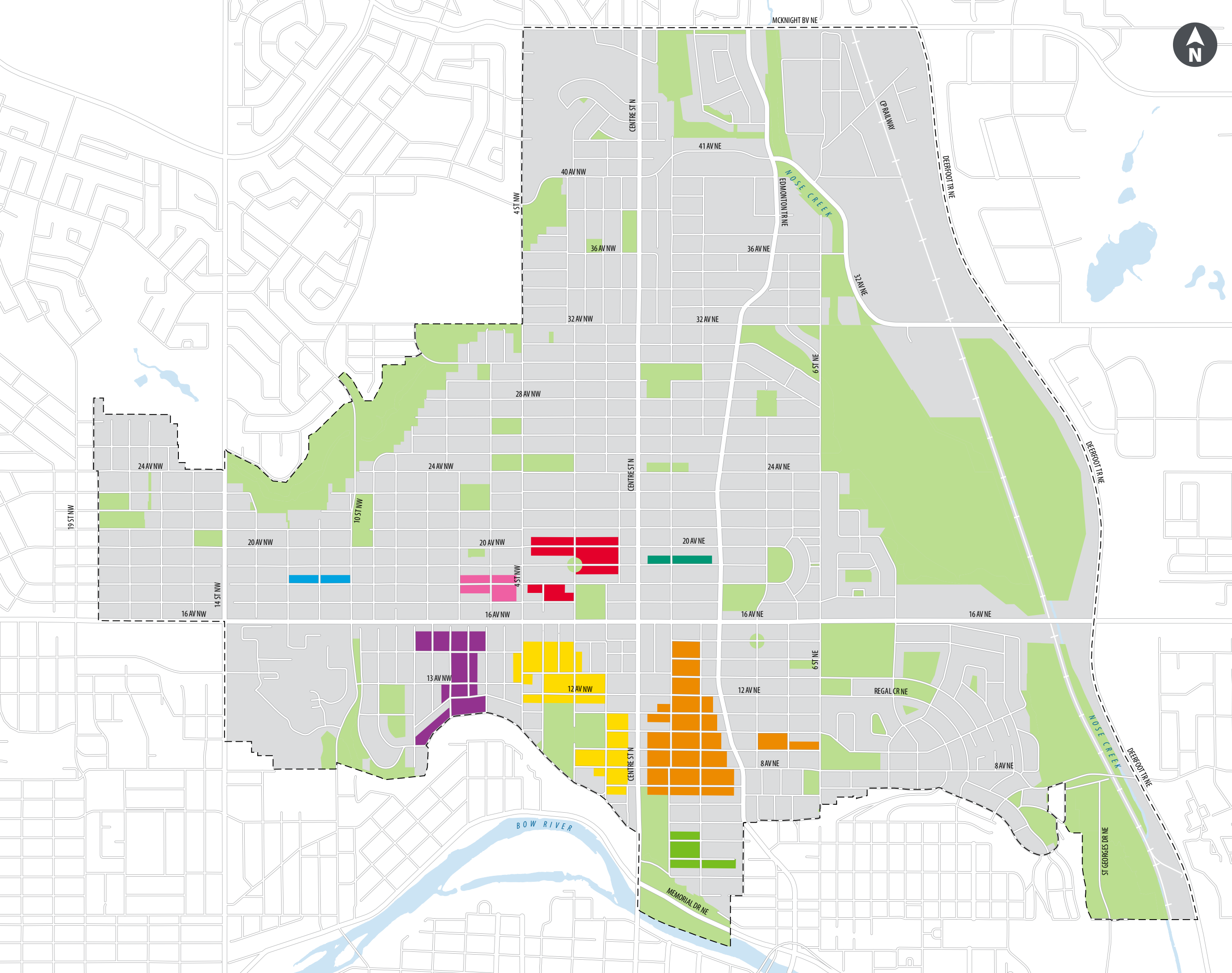
- Balmoral;
- Beaumont / Regal Terrace;
- Crescent Heights;
- Mount Pleasant;
- Mount View;
- Pleasant Heights;
- Rosedale; and
- West Mount Pleasant

Through the provisions set out in the Guidebook, this Plan will apply heritage guidelines to the identified **Heritage Guideline Areas**. These guidelines will be informed by the character-defining elements of **heritage assets** in these areas with the intent of ensuring that new development fits into the historic fabric and context. In identifying these areas, the Plan recognizes that further work is required to both identify and draft the appropriate guidelines. The **Heritage Guideline Areas** shown on **Map 5: Heritage Guideline Areas** are, therefore, intended to allow for this future work. It is anticipated that in addition to locally specific guidelines, this work could result in refinements to the area boundaries.

Policy

The following policies apply to the **Heritage Guideline Areas** identified in **Map 5: Heritage Guideline Areas**:

1. Land use redesignations for higher density development are discouraged until heritage policy tools have been explored in the Plan area.
2. Applicants are strongly encouraged to contact The City to determine development considerations related to heritage prior to submitting a planning application.

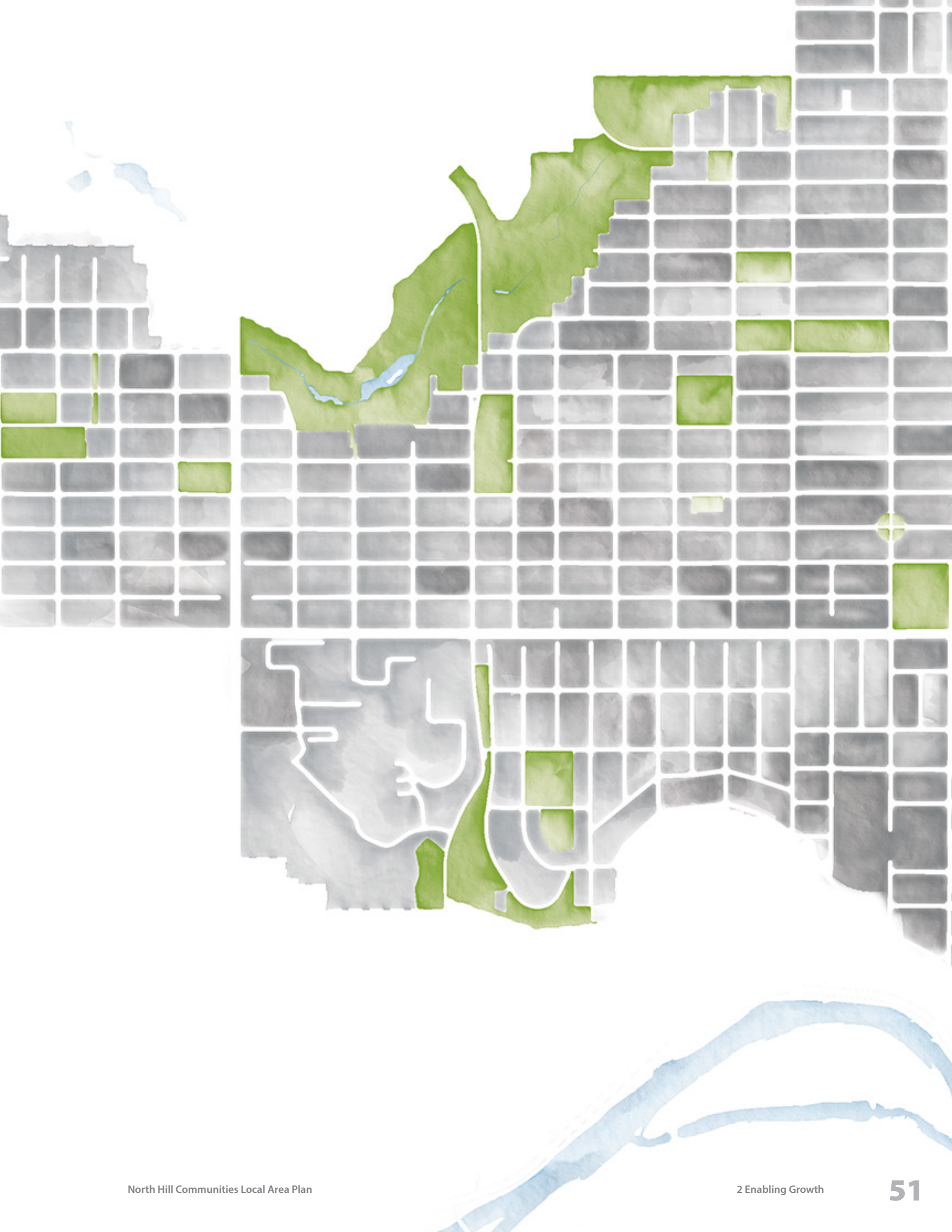


Map 5

Heritage Guideline Areas

Legend

-  Balmoral
-  Beaumont/
Regal Terrace
-  Crescent Heights
-  Mount Pleasant
-  Mount View
-  Pleasant Heights
-  Rosedale
-  West Mount Pleasant
-  Parks, Civic
and Recreation
-  Plan Area Boundary





3 Supporting Growth



3.1 Overview

The individual communities that make up the North Hill Communities share common amenities, services, parks and open spaces, and public facilities; however, no one community has the amenities and services to provide for all the daily needs of residents. Communities depend on their interconnectedness whether those are commercial amenities and services located on the area's **Main Streets** and **Activity Centres**, or recreation opportunities in places like the Renfrew Aquatic & Recreation Centre and the network of multi-use pathways that surround and weave through the communities. This chapter sets out the goals and objectives for current and future amenities and **infrastructure** related to the vision identified in Chapter 1: Visualizing Growth.



This chapter builds upon policies and direction provided in Chapters 2 and 4 of The Guidebook, and identifies **local area plan** specific objectives and implementation options for supporting growth. Section 3.2 of this Plan identifies high-level goals that align with key planning direction provided within the **Municipal Development Plan (MDP)** and includes locally specific objectives that support the Plan's vision. The goals and objectives are durable, long-term and are connected to the time horizon of the Plan. The objectives, specifically, represent the future or desired result that the Plan commits to achieve. They apply at the community-wide level (i.e. not site-specific) and provide benefit to more than one resident. The objectives are intended to be actionable.

This chapter also identifies specific implementation options related to these goals and objectives that are intended to recognize unique opportunities for placemaking, **public realm** improvements, enhanced mobility choices and connections as well as provide high-level strategic direction for the urban forest, affordable housing, and community facilities. Appendix A includes a list of additional implementation options related to the objectives that stakeholders identified through the development of this Plan. The implementation options are examples of actions that could be taken by The City of Calgary, developers, Business Improvement Associations and residents to further the individual goals and objectives set out in this chapter. The options identified in this chapter are statutory while those identified in Appendix A are non-statutory. Both sets of implementation options are intended to be revised over time as local growth occurs, actions are further evaluated or completed, and/or new options are identified through subsequent stakeholder engagement and City departmental prioritization. The implementation

options are intended to provide high-level, strategic direction to inform investment decisions. Further detailed analysis and study for each option identified will be required and will include engagement with area stakeholders (e.g. residents, community associations, business improvements, land-owners, and development industry) as appropriate.

To support communities within the Plan through growth and change, the suggested options identified here and in Appendix A can help inform future City business plans and budget decisions. As growth occurs in local areas, these suggested options can be regularly reviewed and updated to determine if they help manage growth-related pressures that a community may experience, ensuring growth can benefit current and future residents and businesses. There are several considerations for determining if an action merits inclusion in future business plans and budgets, including:

- The current status of **infrastructure** and amenities in the local area;
- The desired service and activity levels in the local area;
- The roles of different city builders in supporting the delivery of **infrastructure** and amenities;
- How the growth in this local area compares with city-wide growth and investment needs;
- The City's corporate investment priorities and budget availability; and
- The availability and use of appropriate planning and financial tools to support implementation.



3.2 Goals, Objectives and Implementation Options

This Plan identifies four goals that are intended to frame and provide guidance to support the Plan's vision. These goals are broad and high-level, are common across all areas of the city and are aligned with direction from the MDP.

3.2.1 Creating Great Communities

Creating great communities by maintaining quality living and working environments, improving housing diversity and choice, enhancing community character and distinctiveness and providing vibrant public places is a key goal set out in both the MDP and Guidebook. In the local area context, this means supporting the Plan vision through investing in affordable housing and care facilities, enhancing community character and vitality, encouraging the protection of local **heritage resources**, promoting public art, and maintaining and investing in parks, open spaces and civic facilities.

Objectives

The following objectives are intended to guide decisions for supporting growth and Creating Great Communities in the North Hill Communities.

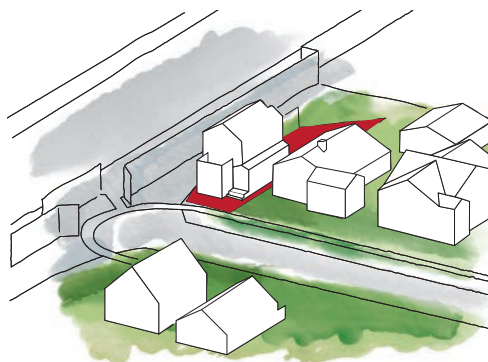
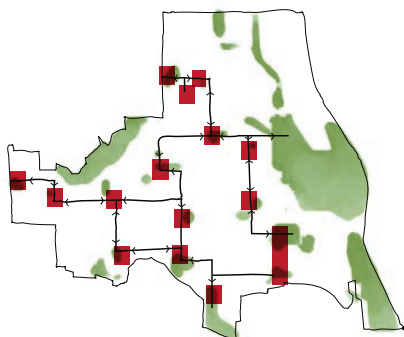
- Celebrate, care for, and where appropriate, protect the heritage of the North Hill Communities.
- Recognize and support community identity and character through investment in public and private space including community beautification, signage, wayfinding and public art.
- Ensure residents of North Hill communities have access to a variety of public spaces in which to create and develop social connections with their neighbours.
- Improve safety and comfort in existing parks and open spaces and, where feasible, support a broader range of complementary uses that cater to diverse groups of users during all seasons.
- Improve and enhance existing civic facilities.
- Provide accessible and affordable housing choices to accommodate diversity among people, ages, incomes, tenures, and household types.

Love how there are housing options for every stage and phase of life in a small radius



Implementation Options

The following are intended to identify actions to achieve the supporting growth objectives:



1. Community Facilities and Spaces

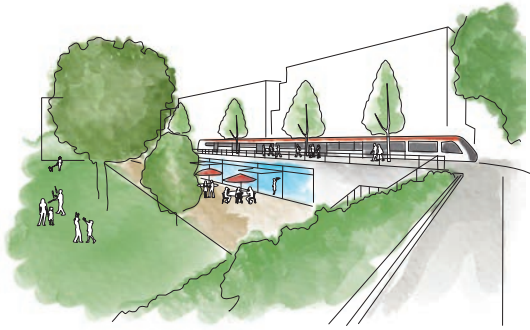
There are many community facilities and spaces across the North Hill Communities including schools, community associations, pools, recreation centres, arts centres, civic partner facilities, and parks. Together, these community facilities and spaces are places where residents gather, celebrate, learn, govern, and play. Continued support and investment in these facilities is necessary to allow them to continue to thrive. Future investment in community facilities and spaces should consider the following where feasible:

- a. Support the continued role and enjoyment of community facilities and spaces for all community members;
- b. As appropriate, integrate civic uses into existing and new facilities and spaces to create multi-purpose and multi-use amenities;
- c. Optimize the network of facilities that serve community needs;
- d. Collaborate with residents, partners, and other levels of government to deliver functional and sustainable facilities, spaces and programming that addresses community needs;
- e. Encourage the integration of public facilities into the social fabric of the community through intentional pathways, parks, and active transportation corridors;
- f. Explore uses that promote year-round outdoor site activation (i.e. winter); and
- g. Enhance the functionality of community facilities and spaces through the inclusion of **infrastructure** such as lights, electricity, water, and washrooms to encourage multi-purpose use that is accessible for all.

2. Affordable Housing

Access to safe and stable housing helps create inclusive communities and adds to the overall health, prosperity and safety of our city. People in affordable housing have greater chances to find and keep jobs, to learn and build skills, and be active participants in their communities. Affordable housing also helps boost the local economy through the construction-related jobs, by increasing the purchasing power of residents and by attracting employers with the promise of a more stable workforce. Keeping vulnerable residents off the streets also helps to reduce demand and pressure on emergency services, hospitals and the justice system. The City of Calgary defines a household as in need of affordable housing if it spends 30 percent or more of its income on shelter and earns less than 65 percent of Calgary's median household income. To improve access to affordable housing in the North Hill Communities, the following are recommended:

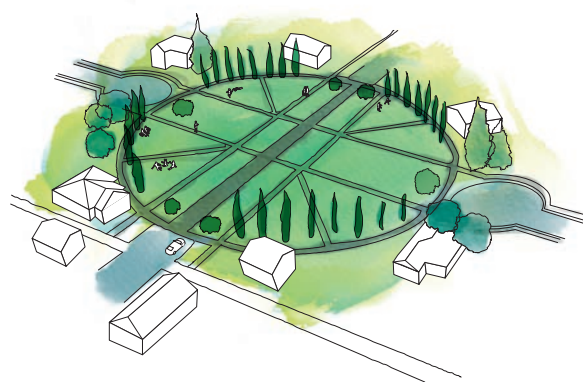
- a. Enable inclusion of affordable housing units in new residential and mixed-use developments;
- b. Consider including affordable housing in the redevelopment of vacant land;
- c. Support the intensification and retention of existing affordable housing developments, ensuring no net loss of units;
- d. Encourage strategic partnerships with private and public stakeholders to address unmet housing needs; and
- e. Support and encourage the development of affordable housing in areas that are well serviced by the Primary Transit Network and appropriate services including access to grocery stores and schools.



3. Tuxedo Park and Tuxedo Park School

Tuxedo Park and the Historic Tuxedo Park School Site have been an important community hub since the early 1900's. Built in 1920, the Tuxedo School Building was occupied until 2014 and is a good and unique example of Arts & Crafts architecture. While the Tuxedo School is not a legally protected heritage building, it is considered a historic resource and City policy advocates for creative and adaptive reuse of City-owned heritage buildings. The surrounding park space has been a place where the community has and continues to recreate. Any future redevelopment of Tuxedo Park and the Tuxedo Park School site should consider the following:

- a. Undertake a comprehensive review of site design and programming to ensure Tuxedo Park addresses the adjacent LRT station;
- b. Preserve and encourage adaptive re-use of the Tuxedo Park School building with minimal impacts on the historic resource;
- c. Provide a pedestrian friendly **public realm** interface with the future Green Line LRT Station, on Centre Street N;
- d. Improve the quality and variety of the park amenities and playground equipment; and
- e. Provision of affordable housing.

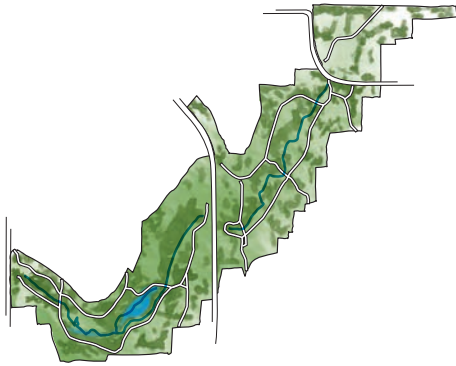


4. Balmoral Circus/Beaumont Circus

Balmoral Circus and Beaumont Circus, the only two known circuses in the city, were influenced by the City Beautiful Movement in city building. This movement promoted urban beautification, monumental grandeur, and formality to encourage order and harmony. Historically careful attention was given to the landscaping of these formal and geometric circuses with the objective of encouraging public enjoyment and activity. Today, these spaces serve primarily a transportation function as their floral arrangements and elaborate landscaping has long been removed.

To encourage increased pedestrian activity and public use, these spaces should be open and accessible to people of all ages and encourage a sense of place. This could be achieved through the following:

- a. Converting roadway to park space within the circuses; and
- b. Improved comfort and safety for park users and active transportation modes.



5. Confederation Park

Confederation Park was created to celebrate Canada's Centennial in 1967. The park was envisioned as a naturalized public space, supporting unstructured activities and environmental preservation. One of its most distinguishable features is the park's carefully moulded and sculpted topography, which is oriented around the naturally occurring stream and coulee. Today, the space provides the public with both active and passive recreational opportunities. To allow for and support the continued vitality of Confederation Park, the following should be considered:

- a. Design and provide **infrastructure** within the park that supports activity during all seasons including winter;
- b. Improve accessibility for all users of all ages and abilities;
- c. Improve the type and level of activities available to parks users;
- d. Encourage complimentary uses, where appropriate, adjacent to Confederation Park; and
- e. Improve connectivity with adjacent communities.



6. McHugh Bluff and Crescent Heights Park

McHugh Bluff spans two North Hill Communities – Crescent Heights and Rosedale. The bluff is named after Felix McHugh, who homesteaded this property and was a prominent and early entrepreneur in Calgary. Due to its' steep topography the bluff has remained undeveloped and in a natural state. Today, McHugh Bluff and the adjacent Crescent Heights Park, with their dramatic views of Downtown, make this landscape feature and the surrounding area a popular place to live, play and enjoy. To improve safety, accessibility, and enjoyment of this important local and regional open space for all users, the following should be considered where feasible:

- a. Provide additional lighting, seating, and street furniture;
- b. Consider a greater variety of activating uses that may include small-scale commercial amenities (i.e. small restaurant or café);
- c. Enhance connectivity to the larger mobility network and Crescent Heights Park; and
- d. Improve maintenance and waste collection.

3.2.2 Realizing Excellence In Urban Design



Making Calgary a livable, attractive, memorable and functioning city is an important goal of the MDP. At the local area level, this means ensuring excellence in urban design in the **public realm**, particularly in areas with high-levels of activity such as **Main Streets**, station areas and **Activity Centres**.

Objectives

The following objective is intended to guide decisions for supporting growth and Realizing Excellence in Urban Design in the North Hill Communities.

- Improve the quality of the pedestrian realm along **Main Streets**, station areas and activity centres.

Implementation Options

The following are intended to identify actions to achieve the supporting growth objectives:

1. Main Streets Streetscape Improvements

The North Hill Communities Plan Area has four **Main Streets**: Centre Street N, Edmonton Trail NE, 16 Avenue N, and 4 Street NW. These **Main Streets** are often at the heart of communities, form the border between communities, and provide many of the primary transit routes, including the Green Line LRT. Calgary's **Main Streets** are vibrant by design and often allow for a wider variety of uses and mixed housing options, to support higher density of development necessary to support that variety of uses. To reach their full potential, Calgary's **Main Streets** need both public and private investment with the shared goal of empowering citizens to travel less and live more by providing the things they need right in their own communities. Coordinated design will support efficient use of investment by reducing the need to reconstruct, provide a safe **public realm** space that is accessible (through consistent materials, predictable placement of streetscape elements), and improvements to the **public realm** in a phased approach that will add to the vibrancy of a **Main Street**. To support **Main Streets** in the North Hill Communities, the following should be considered:

- a. Improve the quality of the **public realm** and accessibility of the **Main Streets** through streetscape improvements;
- b. Undertake streetscape master plans that are designed to support the activity levels envisioned in this Plan and ensure construction is undertaken in a coordinated fashion;
- c. Create **Main Streets** that are attractive and visually appealing; and
- d. Provide an enhanced **public realm** that prioritizes the creation of comfortable spaces for people to sit, gather, enjoy and walk.

3.2.3 Connecting The City



Creating and supporting an integrated, multi-modal transportation system that supports land use, promotes vibrant and connected communities is another important goal at both the MDP and local area level. In the North Hill Communities context, it means promoting increased mobility choices and active living with a greater emphasis on sustainable modes such as walk, cycling and transit, as well as improving connections between and within communities.

Objectives

In the North Hill Communities context, supporting growth objectives for Connecting the City include:

- Improve pedestrian and cycling connections and complete missing links between **Main Streets**, station areas, **Activity Centres**, community association sites, parks and natural areas.
- Improve transit inside and outside of the North Hill Communities.
- Improve safety, connectivity and accessibility for all modes of transportation.
- Improve the quality of the **public realm** on local neighbourhood streets to make them pleasant places for walking and playing.

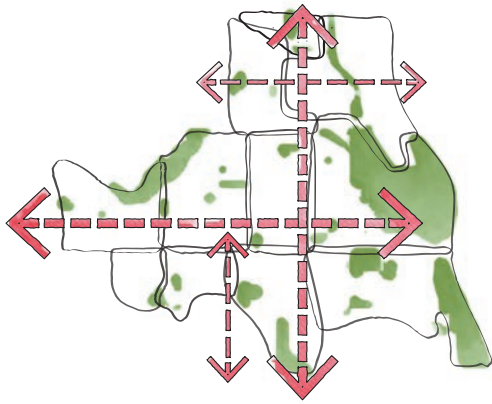
Implementation Options

The following are intended to identify actions to achieve the supporting growth objectives:

1. Green Line LRT

The Green Line LRT has been planned since the 1980s. Originally proposed as a transit way, this significant piece of transit infrastructure will connect the North Hill Communities to Downtown and the rest of Calgary. The approved northern route for the Green Line LRT will head north from Downtown along Centre Street N with four stations proposed within the North Hill Communities. The four Green Line LRT Stations planned for the North Hill Communities Plan area are: 9 Avenue N, 16 Avenue N, 28 Avenue N, and 40 Avenue N. When completed, the Green Line LRT will serve tens of thousands of transit users every day. To best serve the North Hill Communities, the Green Line LRT, Green Line LRT stations, and development within the Green Line LRT station areas should consider the following:

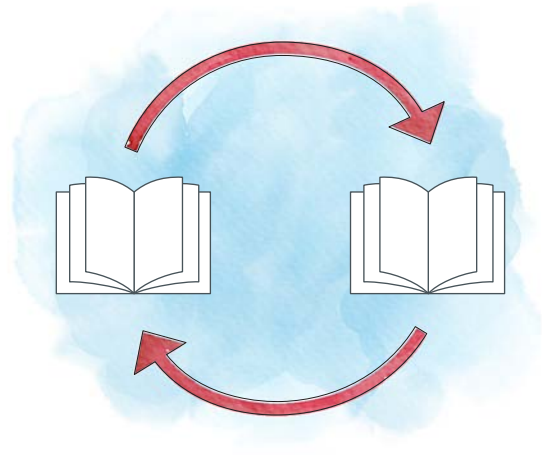
- a. Improvements to the streetscape and **public realm** along Centre Street;
- b. Pedestrian friendly and transit-friendly urban design;
- c. Improved connections to the city-wide Transit network, including BRT;
- d. Improved connections to the city-wide pedestrian and cycling network;
- e. Support transit supportive uses and intensities; and
- f. Coordination of **public realm** improvements with **Main Streets** streetscape improvements.



2. Improved Cycling and Pedestrian Connections

Creating and supporting an integrated and complete multi-modal transportation network, including pathways and bikeways, is an important goal of this Plan and the **Calgary Transportation Plan (CTP)**. The Always Available for All Ages & Abilities (5A) Network identified in the CTP intends to improve safety and create improved pathway and bikeway connections across the city. Appendix C of this Plan shows the 5A Network in the North Hill Communities area. To improve overall pedestrian and cyclist connectivity and safety, the following are recommended:

- a. Provide comprehensive and complete east/west and north/south cycling connections across the North Hill Communities including:
 - i. Improved connectivity between the North Hill Communities and major amenities post-secondary institutions such as the University of Calgary and the Southern Alberta Institute of Technology (SAIT);
 - ii. Improved cycling connections to parks and open spaces within the North Hill Communities such as Confederation Park, Nose Creek, and McHugh Bluff;
- b. Implement traffic calming measures which support pedestrian and cyclist safety movements within the North Hill Communities;
- c. Improved pedestrian and cycling connections to the Greenview Industrial Area and the Nose Creek regional pathway; and
- d. Improved connectivity between the North Hill Communities and the residential communities and employment areas east of Deerfoot Trail.



3. Mobility Studies and Policy Updates

The City is currently undertaking several mobility studies and policy updates for how Calgarians move throughout the city. Recognizing that this work is underway, the Plan will be updated to align with the **Calgary Transportation Plan**, the Green Line North Mobility Study, and any recommendations/outcomes from the Notice of Motion bylaw setback review to support the vision of this Plan. These updates will consider the following:

- a. The role, function, standards, and potential interim uses for road rights-of-way with a focus on those streets that have road rights-of-way setbacks;
- b. Allowing for on-street parking on the area's **Main Streets** and **Activity Centres** with a focus on those areas with an identified Active Frontage;
- c. Integration of public transit operations with other forms of mobility; and
- d. Optimization of existing **infrastructure** to accommodate alternative and future mobility.

3.2.4 Greening The City



Conserving, protecting, maintaining and restoring the natural environment is the final key goal. At the local level the natural environment begins when a person steps out their door, with trees, possibly providing habitat, on private lots and in the boulevard. The tree canopy within the North Hill Communities is well established and thus protection and maintenance of trees on both public and private lands is a priority. This environment then extends along green boulevards and eventually connects to the network of parks and natural areas which include riparian areas, Nose Creek, **escarpments** and other features which contribute to ecological health, and a sense of personal well-being within the Plan area.

Objectives

The following objectives are intended to guide decisions for supporting growth and Greening the City:

- Support the protection and maintenance of the tree canopy on public and private lands throughout the plan area.
- Support the planting of trees using methods that will ensure the sustainability and longevity of new trees to reach full canopy size.
- Protect, maintain and enhance riparian areas along the creeks to facilitate wildlife movement, biodiversity and creek health while improving resilience to erosion, flooding and water quality impacts.

Implementation Options

The following are intended to identify specific actions to achieve the supporting growth objectives:

1. Urban Forest

Calgary's urban forests provide important ecosystem functions including improving air quality, reducing stormwater runoff, providing shade and cooling, wildlife habitats, increased property values and creating stress-reducing environments for residents. The MDP recognizes the importance of the urban forest and identifies a tree canopy coverage target of 14-20% across the city. Over the last ten years, the North Hill Communities have experienced a slight decrease in overall canopy coverage and currently sits at 15%.

To achieve and maintain a healthy, sustainable urban forest and meet tree canopy targets, it is critical The City, developers, and residents contribute to consistent and continuing urban forest management by protecting existing private and public trees wherever possible, planting the right trees, in the right location and in the right way, and maintaining all trees in good health. This Plan establishes a tree canopy coverage target for the North Hill Communities of 16.5% by 2030. To meet this target, the following actions should be implemented (in addition to the general policies in Chapter 2):

- a. Protect trees on public and private lands wherever possible from removal due to development, root impact due to construction or other activities and unnecessary canopy pruning;
- b. Provide additional tree plantings in public boulevards ensuring sustainable planting infrastructure, sufficient soil volume and adequate moisture particularly on arterial and commercial roads for large canopy growth in the long-term;
- c. Create tree planting programs for private lands; and
- d. Protect, maintain, and enhance the ordered, regular planting design in heritage boulevards.



4 Implementation and Interpretation



4.1 Policy Framework

The **Municipal Government Act** (MGA) outlines the purpose and scope of powers for municipalities. The **North Hill Communities Local Area Plan** (Plan) is a statutory document, approved as an Area Redevelopment Plan, that establishes a long-range framework for land use, urban design and mobility for the North Hill Communities. This Plan has considered and is in alignment with the **South Saskatchewan Regional Plan**. The Plan must be read in conjunction with the **Municipal Development Plan** (MDP) Volume 1; the **Calgary Transportation Plan** (CTP); **The Guidebook for Great Communities**; and other City of Calgary policy and guiding documents, unless otherwise indicated. Where the policies within **The Guidebook for Great Communities** and this policy plan are different, the difference is intentional and not an inconsistency, because policy has been tailored to the **North Hill Communities Local Area Plan**. Where there is an absence of a specific policy within this policy plan, **The Guidebook for Great Communities** prevails.

The urban canopy is to be treasured for these mature communities. They truly add value to inner city developments, and needs to be managed effectively so the future generations can enjoy them. Protect and preserve public trees, and encourage new planting on private / redeveloped lots.



4.2 Local Area Plan Interpretation

Map Interpretation

1. Unless otherwise specified in this Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and will be interpreted as such. The maps are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines, roads or utility rights-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the approving authority at the time of application.
2. No measurements of distances or areas should be taken from the maps in this Plan.
3. All proposed urban form areas, additional policy guidance, building scale, road and utility alignments and classifications may be subject to further study and may be further delineated at the outline plan or land use amendment stage in accordance with applicable policies. Any major changes may require an amendment to this Plan.
4. Any change to the text or maps within this Plan shall require an amendment to the Plan that includes a Public Hearing of Council.

Policy interpretation

5. The **South Saskatchewan Regional Plan (SSRP)** establishes a long-term vision for the region using a cumulative effects management approach to guide local decision-makers in land use and watershed management to achieve Alberta's economic, environmental and social goals. This Plan allows The City to encourage and incentivize more progressive policies related to sustainability and the environment.
6. Where an intent statement accompanies a policy, it is provided as information only to illustrate the intent and enhance the understanding of the subsequent policies. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.

7. The word "should" is explicitly used to further clarify the directional nature of the statement. Policies that use active tense or "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives will comply with MDP and CTP policies, intent and guidelines to the satisfaction of The City with regard to design and performance standards.
8. Policies that use the words "shall," "will," "must" or "require" apply to all situations, without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.
9. All illustrations and photos are intended to illustrate concepts included in the Plan and are not exact representations of an actual intended development. They are included solely as examples of what might occur after implementation of this Plan's policies and guidelines. Updates to the illustrations do not require a Public Hearing of Council.

Figure Interpretation

10. Unless otherwise specified within this Plan, the boundaries or locations of any symbols or areas shown on a figure are approximate only, not absolute, and shall be interpreted as such. Figures are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way.
11. Unless otherwise specified within this Plan, where actual quantities or numerical standards are contained within the figure, these quantities or standards shall be interpreted as conceptual only and will be determined at the detailed design stage.

Appendix Interpretation

12. The appendices do not form part of the statutory portion of this Plan. The intent of the appendices is to provide information and guidelines to support the policies of this Plan.

Plan Limitations

13. Policies and guidelines in this plan are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose. Detailed site conditions or constraints must be assessed on a case-by-case basis as part of an outline plan, land use amendment, subdivision or development permit application.

Existing Caveats/Restrictive Covenants

14. Some parcels in the plan area may have caveats registered against the certificate of title which may restrict development. These restrictions may include, but are not limited to, restricting development to one or two-unit dwellings. In some cases the caveats may not be in alignment with the goals and objectives of this Plan and where such conflicts occur, The City of Calgary supports the direction of this Plan. It is the responsibility of landowners to have caveats discharged from their land title certificate.

The less people want to drive, the more they will take transit or bike and then these modes will be forced to be better-funded and effective. My hope is that these neighbourhoods will become even more “walkable” and that locals in these areas can leave the house by foot more and more often.



4.3 Local Area Plan Implementation Monitoring, Review and Amendments

1. New concepts and ideas may arise that are constrained by or contradictory to certain policies within this Plan. Where such new concepts and ideas respond to and meet the intent of the vision and core ideas of the Plan found in Chapter 1, or offer a creative solution to a particular problem, amendments may be supported. To make any change to the text or maps within this Plan, an amendment that includes a Public Hearing of Council shall be required.
2. The policies within this Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary by Administration, these policies shall be updated through the plan amendment process either generally or in response to a specific issue in accordance with the Municipal Government Act. Anticipated amendments identified in this Plan include, but are not limited, to the following:
 - a. developing heritage policies and/or guidelines as identified in Section 2.12;
 - b. mobility studies and policy updates as identified in Section 3.2.3.3; and
 - c. updates/amendments to Section 3.2: Goals, Objectives and Implementation Options and/or Appendix A: Implementation Options as projects are completed and/or new projects are identified.
3. Where an amendment to the Plan is requested through a planning application, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the MDP and other relevant policy documents.



A Appendices



Appendix A: Implementation Options

In addition to the implementation options provided in Chapter 3, the following implementation actions have been identified by stakeholders through a series of public engagements conducted during the drafting of this Plan. As noted in Chapter 3, these actions represent steps community stakeholders identified to achieve the supporting growth objectives of the Plan. This Appendix is non-statutory and is intended to be revised over time as local growth occurs, actions are evaluated or completed, and/or new options are identified through subsequent stakeholder engagement and City departmental prioritization. As a non-statutory part of the Plan, updates to this Appendix do not require a Public Hearing of Council.

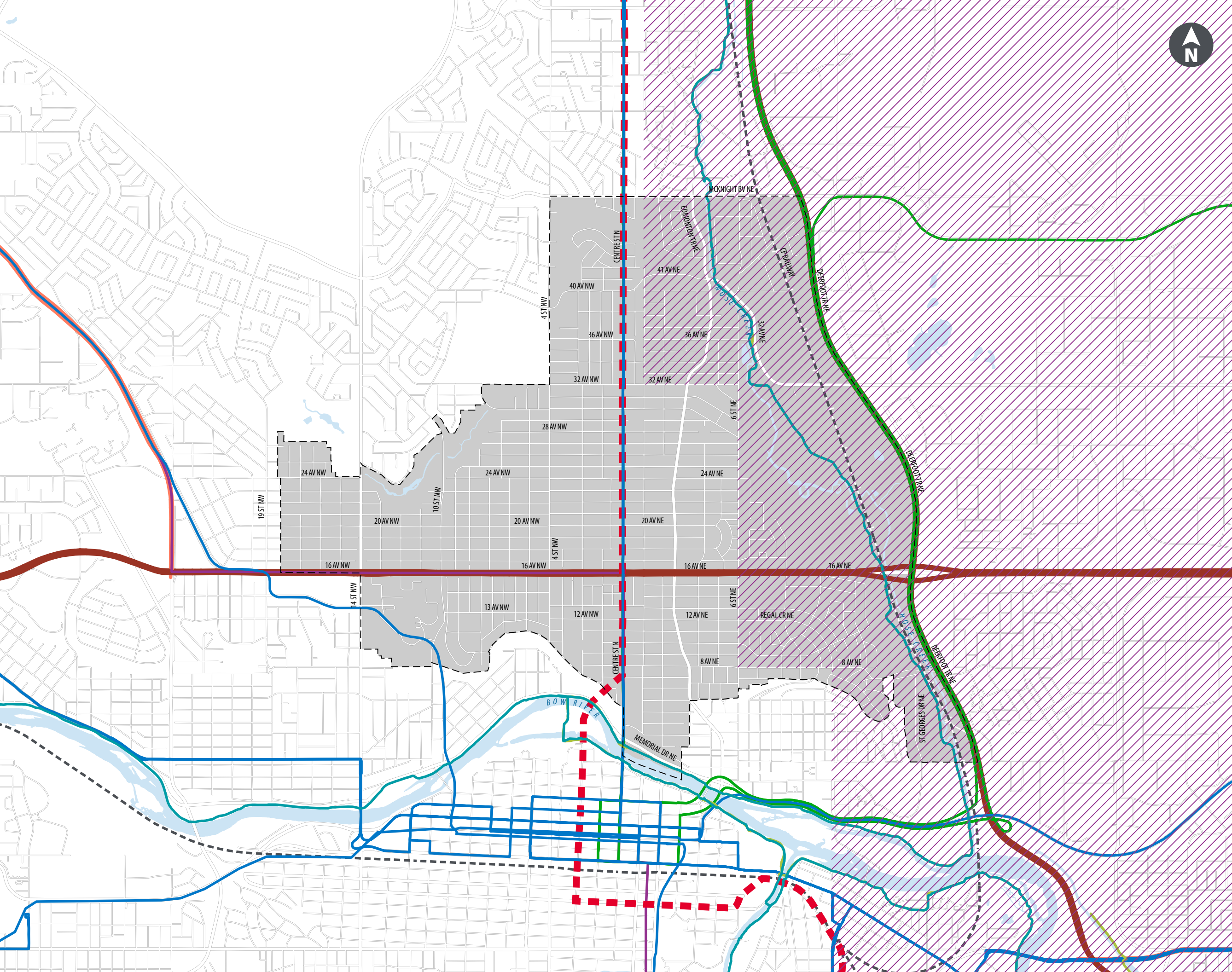
Summary of Implementation Options

North Hill Communities Supporting Growth Goal	Implementation Options (What We've Heard)	Location
Creating Great Communities	Explore and realize opportunities for public art in public space or as part of private development.	Varies
	Improve Munro Park.	Winston Heights-Mountview
	Explore the feasibility of allowing complementary uses such as restaurants and/or other active uses within key parks in the area.	Varies
	Improve the Mount Pleasant Arts Centre.	Mount Pleasant
	Provide additional dog parks.	Varies
	Explore opportunities for an optimized recreation facility for the Renfrew Aquatic and Recreation Centre.	Renfrew
	Improve Mount Pleasant Outdoor Pool.	Mount Pleasant
	Provide additional tree plantings, benches, bathrooms in parks.	Varies

North Hill Communities Supporting Growth Goal	Implementation Options (What We've Heard)	Location
Realizing Excellence in Urban Design	Explore opportunities to provide for more appropriate vehicle speeds and on-street parking on Main Streets .	Varies
	Improve the pedestrian realm, connectivity, and accessibility of 16 Avenue N by providing wider sidewalks, and tree planting.	16 Avenue N
	Prioritize traffic calming in key areas such as schools, recreation centres, parks, community associations.	Varies
Connecting the City	Explore opportunities to provide additional park space and walking and cycling connections through the former Highland Park Golf Course lands.	Highland Park
	Improve walking connections between Bridgeland and Renfrew.	Renfrew
	Improve connectivity across 16 Avenue N for pedestrians and cyclists	Varies
	Consider improving 2 Street NW as a comfortable walking and cycling route across the plan area.	Varies
	Improve 8 Avenue NE to create more comfortable conditions for walking and cycling and manage vehicle volumes and speeds.	Renfrew
	Invest in high-frequency, primary transit such as Green Line LRT and BRT.	Varies
	Improve walking and cycling connection from Centre Street N to the Greenview Industrial area.	Winston Heights-Mountview, Highland Park
	Create a comfortable walking and cycling route between Confederation Park and Nose Creek.	Varies
	Consider a high-quality cycling route along or parallel to the Centre Street N corridor.	Varies
	Explore opportunities to provide for a dedicated pedestrian and wheel chair crossing over Nose Creek that connects north of 16 Avenue N.	Varies
	Improve pedestrian connections from Greenview Industrial to the multi-use pathway along Nose Creek.	Greenview Industrial Area
	Improve pedestrian connectivity on 35 Avenue NE by providing sidewalks along the avenue and traffic control at 2 Street NE.	Greenview Industrial Area
	Explore opportunities to improve the pedestrian crossing at 14 Street NW and 21 Avenue NW.	Capitol Hill
	Consider measure to improve the safety and comfort for people walking and cycling on or adjacent to 20 Avenue N.	
Greening the City	Improve park maintenance along east side of 10 Street NW.	Rosedale
	Investigate opportunities to acquire additional park space.	Varies
	Provide additional tree plantings, benches, bathrooms, in parks.	Varies

Appendix B: Regional Corridors and Context Map

Regionally significant corridors, including mobility corridors and transmission corridors, are depicted on **Map B: Regional Corridors and Context Map** as identified by the Interim Growth Plan.



Map B Regional Corridors and Context

Legend

- The Great Trail
- Regional Pathway
- Existing Higher Order Transit
- - - Planned Future Higher Order Transit
- Public Intermunicipal Transit Route
- Private Intermunicipal Transit Route
- - - Rail Transportation
- Level 1 Highway
- Level 2 Highway
- /// Airport Vicinity Protection Area
- - - Plan Area Boundary



Appendix C: Mobility

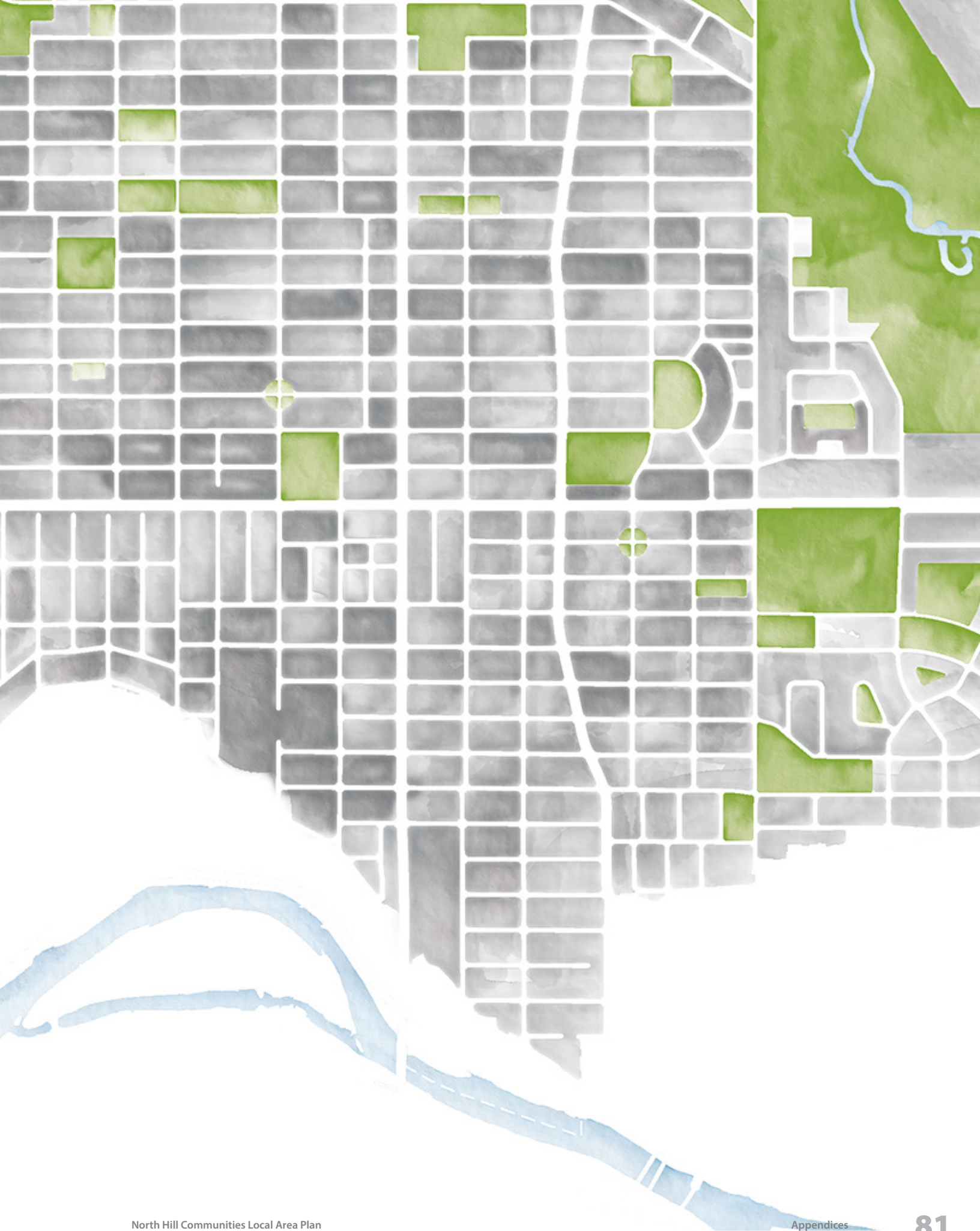
Map C: Mobility Network identifies existing mobility connections and recommended mobility improvements within and surrounding the North Hill Communities. The map is based on **The Always Available for All Ages & Abilities (5A) Map** of the **Calgary Transportation Plan** (CTP) and shows existing and recommended connections identified in the CTP at the **local area plan** level. Should there be a disagreement between this map and the one found in the CTP, the CTP shall prevail.

Improvements to the mobility network will prioritize **pedestrians** and cyclists, where possible, by providing accessible pathway and bikeway connections between the communities and to local and regional destinations, and supporting land uses with appropriate facilities in the public right of way. Improvements identified on Map C will take time and will be phased as budget allows, subject to technical feasibility. This map is intended to compliment and inform the implementation options identified in Section 3.2.3 Connecting the City.



Legend

- Existing Pathway
- Recommended Pathway
- Existing Bikeway
- Recommended Bikeway
- Red Line LRT
- Future Green Line LRT
- MAX Orange
- Skeletal Road
- Plan Area Boundary



Appendix D: Constraints

Airport Vicinity Protection Area

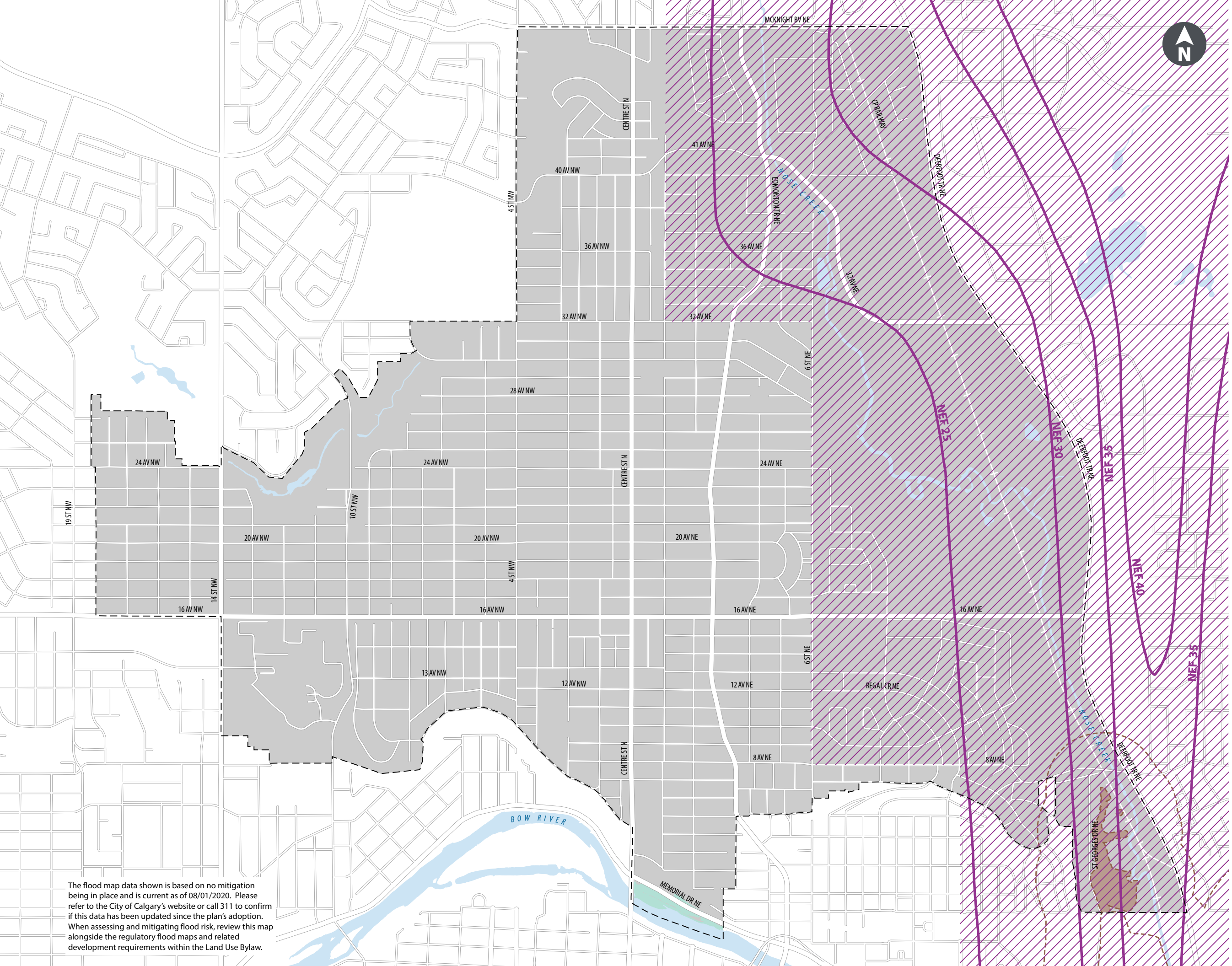
The Airport Vicinity Protection Area (AVPA) regulation governs development within the flight path of airplanes travelling to and from the Calgary International Airport to ensure land use compatibility. Noise exposure forecast (NEF) contours of the AVPA generally impact the eastern portion of the plan area, specifically Greenview Industrial. Properties within these areas are subject to certain development restrictions and/or conditions as identified in the regulation.

Freight Rail Corridor

A Canadian Pacific (CP) rail corridor runs through the eastern part of the plan area. Any development adjacent to freight rail corridors must comply with the requirements of the Development Next to Freight Rail Corridors Policy, in addition to any other applicable policies.

Landfill Setback

There is a non-operating landfill located to the south of the plan area in Bridgeland-Riverside. The Subdivision and Development Regulations prohibit specific uses such as hospitals, schools, residences and food establishments within a specified distance. See the Subdivision and Development Regulations for additional information.



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.

Map D Constraints

- Legend**
- Landfill Site
 - Landfill Buffer
 - NEF Contour
 - Airport Vicinity Protection Area
 - 1% Chance of River Flooding in any Year
 - Plan Area Boundary