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North Hill Communities

LOCAL AREA PLAN

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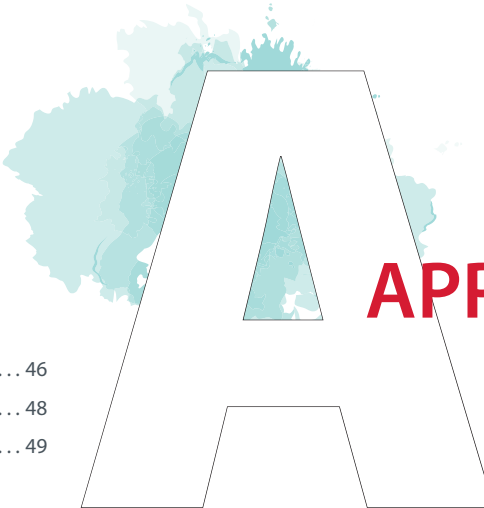
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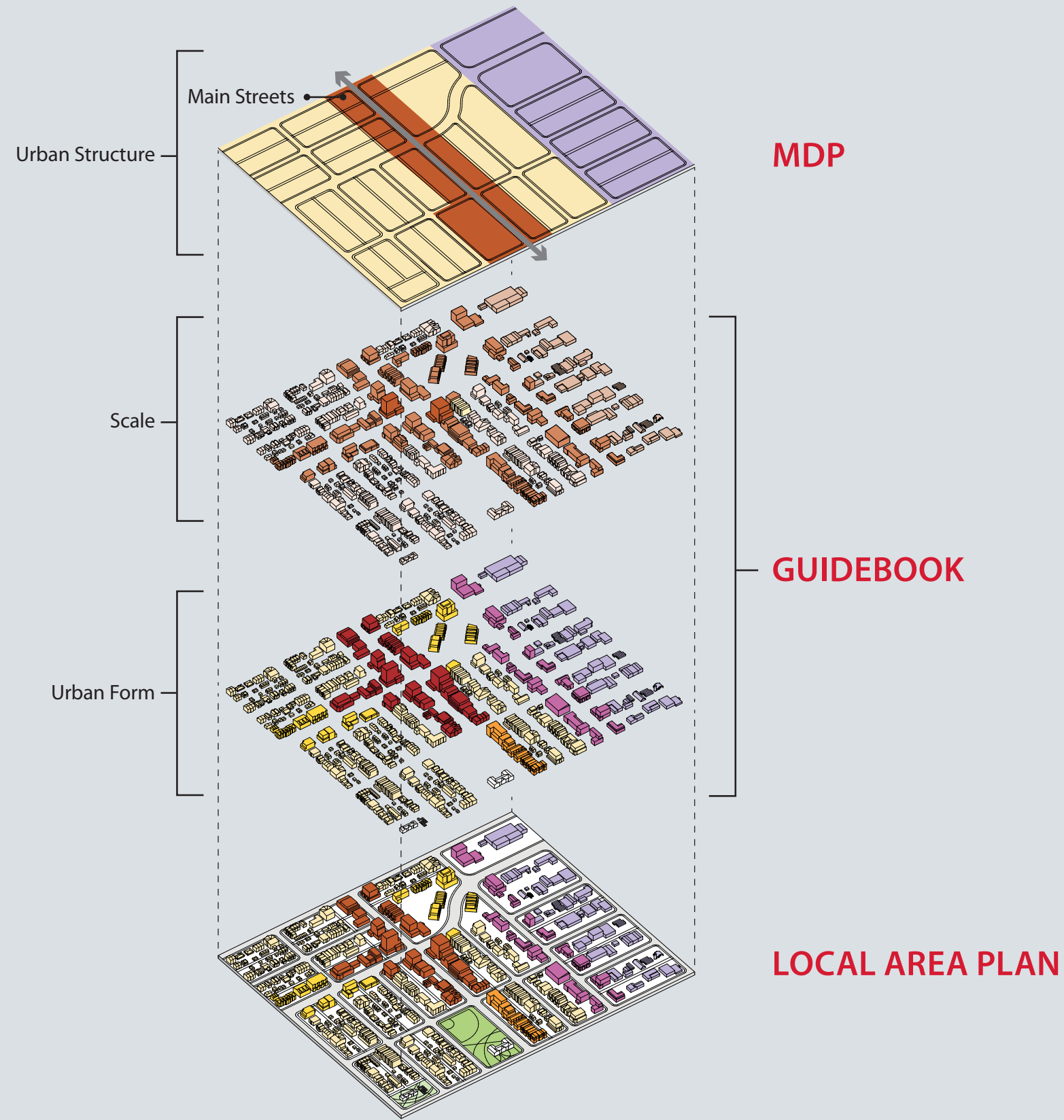
NORTH HILL COMMUNITIES LOCAL AREA PLAN

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.





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 inform 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 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.

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.

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. Community-specific policies related to land use planning and development matters are also included.

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 set 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 and policy modifiers 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. This Plan includes a quick reference guide to each urban form category and readers must review the Guidebook which provides further detail and applicable policies that apply to this Plan. **See Guidebook Chapter 2**

Scale and Policy Modifiers

Scale and policy modifiers are used to complement an urban form category to provide additional policy for specific locations. Information on which modifiers have been applied to a parcel of land can be found on Map 3 and Map 4 of the Plan. The Plan has a quick reference guide to each modifier and 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 offer policies which apply to certain locations as well as general policies that apply on a plan-wide or urban form category 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**

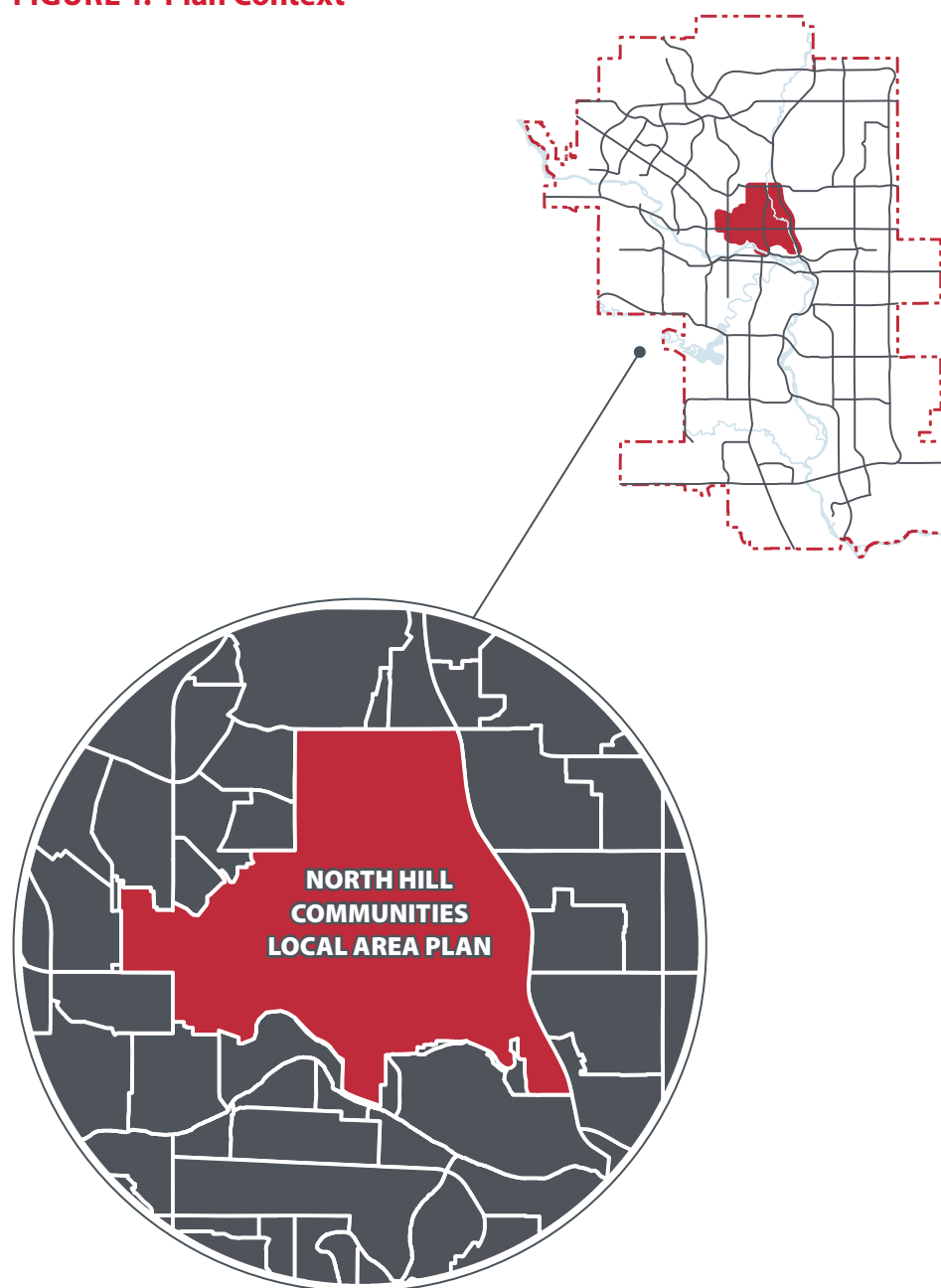
CHAPTER 3: SUPPORTING GROWTH

Chapter 3 of this Plan identifies specific objectives for supporting growth and change within the North Hill Communities. This Chapter addresses the question: when growth occurs, how are investments in a community made? This Chapter builds upon policies and direction provided in Chapters 2 and 4 of the Guidebook, and identifies specific objectives for supporting growth. **See Guidebook Chapters 2 and 4**

VISUALIZING GROWTH



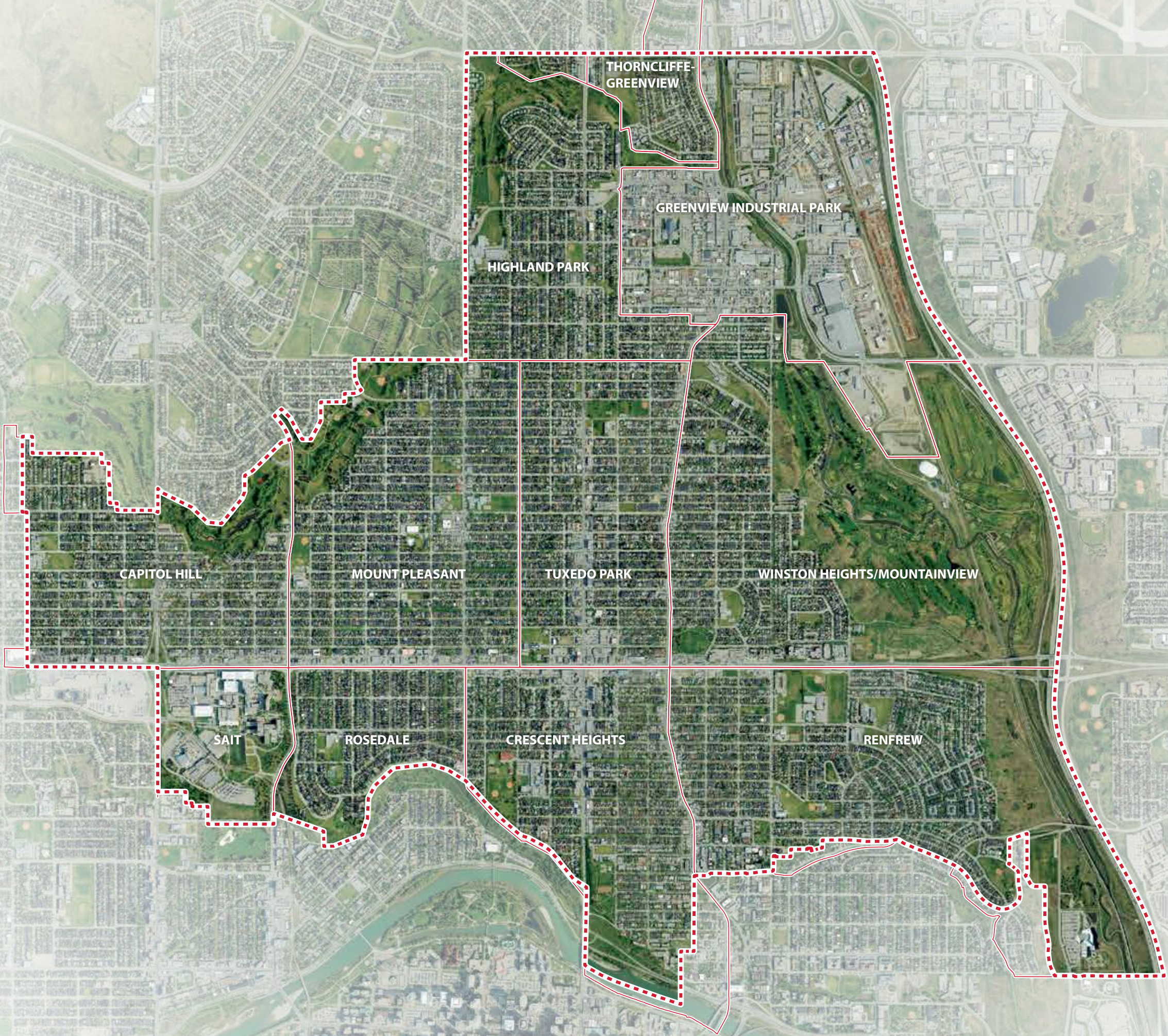
FIGURE 1: Plan Context



1.1 INTRODUCTION

The *North Hill Communities Local Area Plan* (Plan) is a long-range, statutory plan that sets out the future vision, development policies and objectives 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.



MAP 1:
Context and
Communities

Legend

- Community Area Boundary
- Plan Area Boundary

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, recreation 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.



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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 and an enhanced public realm.



Enable the creation of housing that fosters accessibility and diversity among people, ages, incomes and household types.



Maximize the opportunity for people to choose to live in close proximity to varied mobility options that safely and conveniently reach a diversity of destinations both within and outside the North Hill Communities.



Recognize and enhance the recreation facilities, parks and open spaces, watershed and natural systems in the North Hill Communities and improve the connections between them.



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.



Support the ongoing vitality of the Greenview Industrial Area and its role as an important employment and innovation area that integrates with the surrounding residential communities as well as provide high-quality mobility connections.



Encourage resilience in the built environment that allows adaptability to a changing society, economy and climate.



Celebrate the history of the North Hill Communities as some of Calgary's earliest neighbourhoods and respect the area's heritage assets.





1.3 COMMUNITY CONTEXT

HISTORY

For more than 11,000 years, the confluence of the Bow and Elbow Rivers has been important for human populations. 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. Historically, this area was also an important hunting camp and a great wintering area for Indigenous peoples. For Indigenous people the plains way of life was to follow the buffalo, their main source of life and culture. Buffalo, or bison, in the Treaty 7 languages translates as follows: iinii (Blackfoot), tatâga (Stoney Nakoda), xāni-tii (Tsuut'ina) and paskwâw moshtosh (Métis/Míchif).

The first Europeans arrived in the late eighteenth century and in 1884, Calgary was formally incorporated as a town. The population quickly grew as many people travelled west seeking new opportunities. Growth resulted in the annexation of the communities which now comprise the North Hill Communities. Neighbourhood streetcar service in the area started in 1911 and was linked to the citywide system in 1912 with lines eventually travelling as far north as Tuxedo Park. In 1928, the city of Calgary opened its first publicly operated airport, the Stanley Jones Airport, in the community of Renfrew. The Rutledge Hangar still stands at 6 Street NE and 13 Avenue NE.

Development throughout Calgary slowed with the onset of the First World War and the subsequent economic downturns through most of the 1920s and during the 1930s Depression. Following the Second World War, returning veterans, European immigration, government incentives and the 1940s oil boom resulted in a surge of new residential development around the city in both established neighbourhoods and new subdivisions. New houses were built on vacant lots, especially single-storey buildings with raised foundations, characterized as “1950–60 bungalows.” 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



Air show at Renfrew Airport, ca. 1920
Glenbow Archives, NA-3691-32

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 must 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.

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.

Recreational Facilities

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



MAP 2:
Community
Characteristics
and Attributes

Legend

- Arena
- Art Centre
- Community Centre
- Swimming Pool
- School
- Red Line LRT
- Future Green Line LRT
- MAX Orange
- TOD Buffer
- Freight Rail Corridor
- Neighbourhood Main Street
- Urban Main Street
- Neighbourhood Activity Centre
- Community Activity Centre
- Parks and Open Space
- Plan Area Boundary

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ENABLING GROWTH



2.1 FUTURE GROWTH CONCEPT

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.

The future growth concept is represented on **Map 3: Urban Form** and **Map 4: Building Scale**. These two maps form the basis for guiding and enabling where growth could occur and are intended to be interpreted together. The maps use the urban form classifications, policy modifiers and building scale guidance set out in the Guidebook.

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

- Neighbourhood Housing Local
- Neighbourhood Housing Minor
- Neighbourhood Housing Major
- Neighbourhood Commercial Minor
- Neighbourhood Commercial Major
- Neighbourhood Industrial Transition
- Industrial General
- Parks Civic and Recreation Local
- Parks Civic and Recreation Minor
- Parks Civic and Recreation Major
- Parks Natural Areas
- Regional Campus
- No Urban Form Category
- Comprehensive Planning Site
- Vehicle-Oriented
- Active Frontage
- Commercial Flex
- Commercial Cluster
- Parks and Open Space Frontage
- Plan Area Boundary

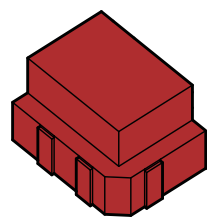
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2.2 URBAN FORM CATEGORIES

The following provides a quick reference to the urban form categories as shown on **Map 3: Urban Form**. This map illustrates the general location of urban form categories, policy modifiers and the block pattern in the plan area. Together, these elements describe the primary community functions (housing, commercial, industrial, regional campus, parks, civic and recreation, and natural areas), street experience (Major, Minor and Local), and policy considerations for the plan area.

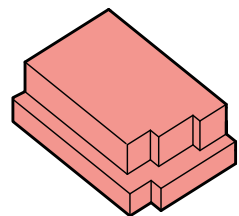


Policies for each urban form category are provided in Chapter 2 of the Guidebook and apply to the Plan. In addition to those policies, the Plan identifies specifically how each urban form category applies in the local context.



Neighbourhood Commercial Major

Neighbourhood Commercial Major areas are characterized by the highest concentrations of shops and services, varied destinations and uses that attract people, more transit service and infrastructure, and high pedestrian movement along the street. These areas include Main Streets such as 16 Avenue N, Centre Street N, and Edmonton Trail NE south of 16 Avenue N.



Neighbourhood Commercial Minor

Neighbourhood Commercial Minor areas are characterized by moderate concentrations of shops and services, varied destinations and uses that accommodate a gathering of people, some transit service and infrastructure, and moderate pedestrian movement along the street. Within the North Hill Communities, these areas are located on Main Streets such as 4 Street NW, and Edmonton Trail NE north of 16 Avenue N as well as Neighbourhood Activity Centres like 14 Street NW and 20 Avenue NW.



Neighbourhood Housing Major

Neighbourhood Housing Major areas have a primarily residential street experience and are characterized by high levels of transit service and infrastructure, and pedestrian routes that support a higher volume of movement. Examples include areas along Centre Street N north of 28 Avenue N.



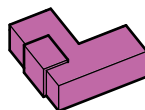
Neighbourhood Housing Minor

Neighbourhood Housing Minor areas are characterized by local transit service and infrastructure, moderate volumes of pedestrian activity, and pedestrian routes that support a moderate volume of movement. These areas are located along streets and avenues which demonstrate higher levels of street activity than the Neighbourhood Housing Local category. Portions of the area’s Main Streets as well as 20 Avenue N, 12 Avenue N, and 8 Avenue N, utilize this classification.



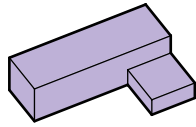
Neighbourhood Housing Local

Neighbourhood Housing Local areas have the lowest level of pedestrian activity relative to other housing areas. They exhibit primarily local visitation and use, and pedestrian routes that support a lower volume of movement. In the North Hill Communities these are comprised of the primarily residential areas outside of the area’s Main Streets, transit station areas, corridors and Activity Centres. This is the most common urban form category in the plan area.



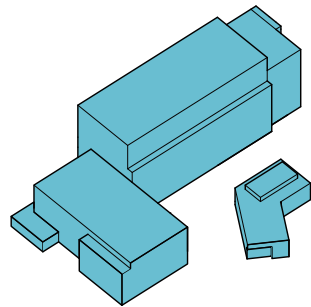
Neighbourhood Transition Industrial

Neighbourhood Transition Industrial areas combine light industrial uses with living spaces and are intended to transition between Industrial General and Neighbourhood Housing Local areas. In the North Hill Communities area, this urban form category is located between Greenview Industrial and the communities of Highland Park and Winston Heights-Mountview.



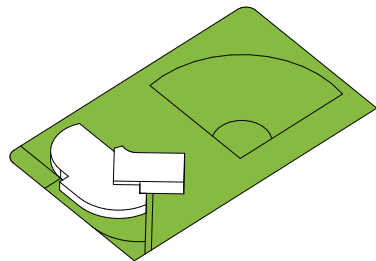
Industrial General

Industrial General accommodates a broad range of industrial and supporting commercial uses, varied building sizes and types as well as outdoor activities and storage. Most of the Greenview Industrial area falls within this category. This area is envisioned to continue functioning as an important employment area with diverse and innovative industrial uses.



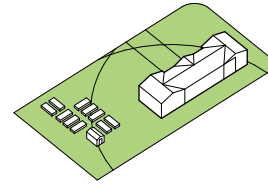
Regional Campus

Regional Campus is intended for large sites that are generally regulated through provincial or federal governments. These sites are characterized by comprehensive development, high-intensity uses that serve a regional civic, institutional, or transportation purpose. The Southern Alberta Institute of Technology (SAIT) is identified as a Regional Campus area.



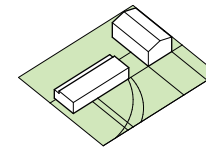
Parks Civic and Recreation Major

Parks Civic and Recreation Major identifies parks, open spaces and recreational amenities that are, or may become, city-wide destinations. These tend to be large in area and include amenities that support high volumes of users. Confederation Park, Rotary Park, Renfrew Aquatic & Recreation Centre and Renfrew Athletic Park are examples of Parks, Civic and Recreation Major in the North Hill Communities.



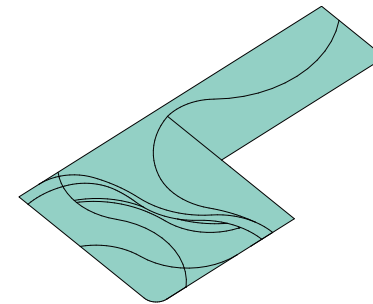
Park Civic and Recreation Minor

Parks Civic and Recreation Minor includes programmed facilities or amenities that are generally smaller in area than major parks and include amenities to serve moderate volumes of more localized users. Munro Park, Capitol Hill Park and many school sites are examples.



Parks Civic and Recreation Local

Parks Civic and Recreation Local identify parks or open spaces that serve primarily local or specific functions. These tend to be passive park spaces, small in area and intended to serve a smaller number of users than Minor and Major parks. Small local parks can be found throughout the North Hill Communities area, such as Horsy Park in Mount Pleasant.



Parks Natural Areas

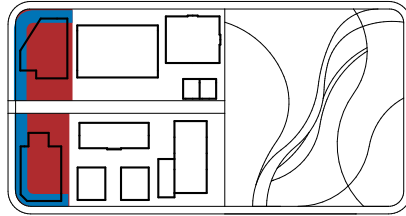
Parks Natural Areas are areas of environmental significance that may include amenities to support passive recreation as well as ecological function in communities. Much of the land surrounding Nose Creek and some portions of Confederation Park are identified as a Parks Natural Area as well as McHugh Bluff.

2.3 POLICY MODIFIERS

Urban form categories can be modified to respond to the local context through the use of policy modifiers as shown on **Map 3: Urban Form**. The modifiers are intended to be complementary to the urban form category to which they have been applied. The following modifiers have been applied in the Plan.



The policies for each of these policy modifiers are provided in Chapter 2 of the Guidebook and apply to this Plan. In addition to those policies, this Plan identifies specifically how each of the policy modifiers apply in the local context.



Active Frontage

The Active Frontage policy modifier has been applied to areas intended to have the highest level of pedestrian activity – such as Main Streets and transit station areas. Active Frontage areas require active use at grade and have higher development standards to enhance the pedestrian experience.



Commercial Flex

The Commercial Flex policy modifier identifies areas that have potential for higher street-level activity, but where active uses are not required in the short term. Commercial Flex has been applied to areas adjacent to Active Frontage and is anticipated to transition to more active uses over time, as the market dictates.



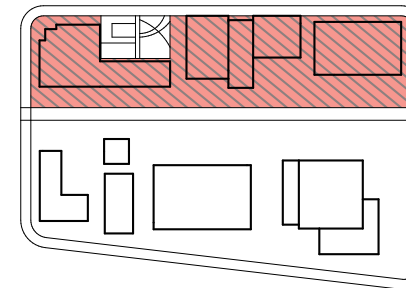
Commercial Cluster

The Commercial Cluster policy modifier identifies places within housing-focused areas for clusters of commercial activities that serve the local population.



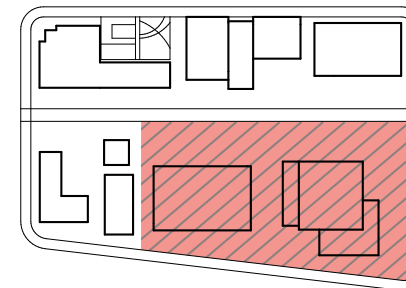
Parks and Open Space Frontage

The Parks and Open Space Frontage policy modifier identifies locations where the activities on a site should be integrated across the edge of an abutting open space or park. In places where Parks and Open Space Frontage has been identified, such as adjacent to Munro Park, development should complement the park or open space.



Comprehensive Planning Site

The Comprehensive Planning Site policy modifier identifies and provides direction for large sites where additional planning or supplementary site design will be needed to support future planning applications. The Plan identifies several Comprehensive Planning Sites and, in addition to the Guidebook policies, provides site-specific policy that considers elements such as mobility connections, development constraints, guidance for applying policy modifiers, and opportunities for reducing greenhouse gas emissions.

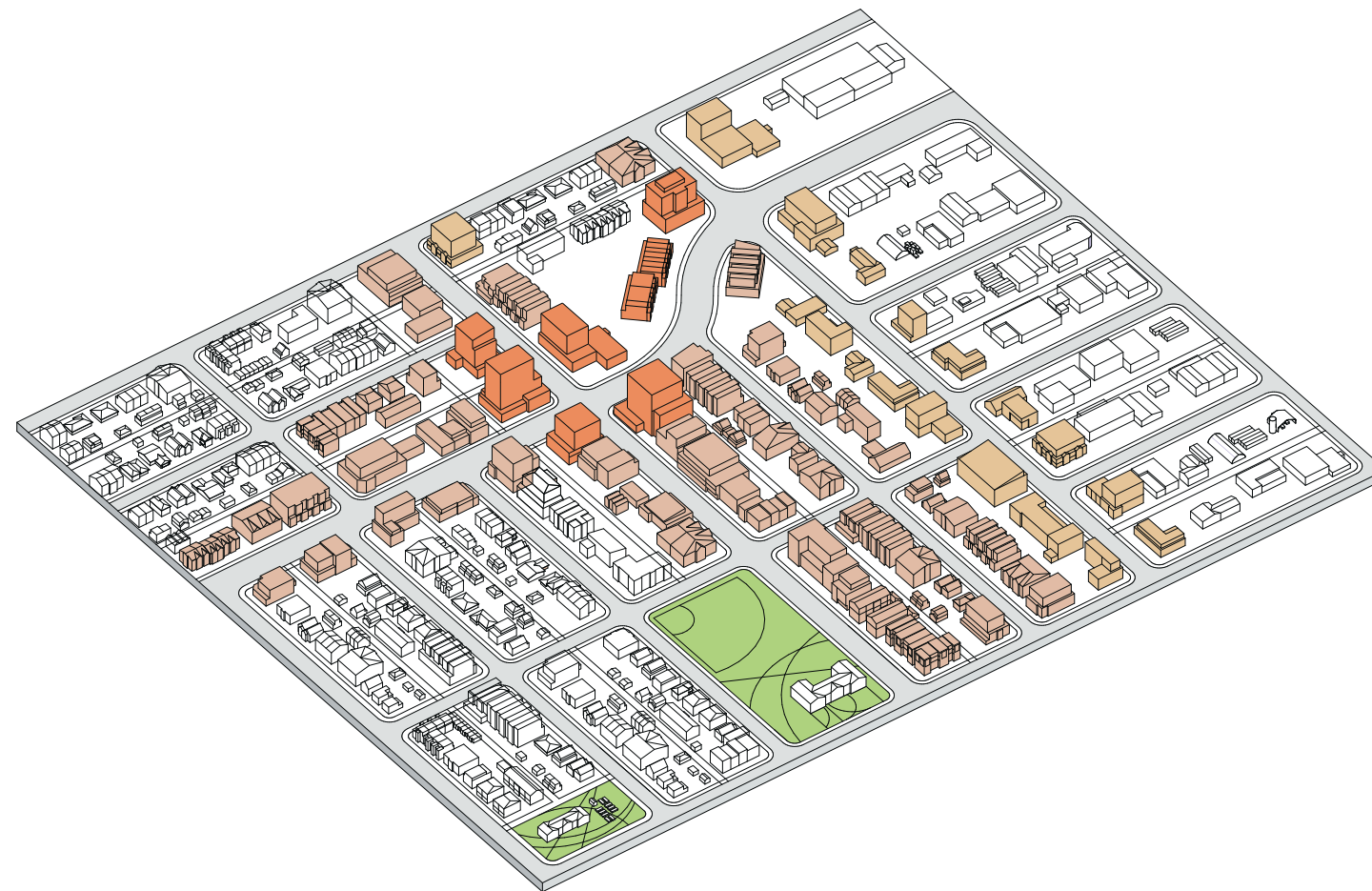


Vehicle-Oriented

The Vehicle-Oriented policy modifier identifies locations within the Plan where vehicle-focused uses such as gas stations, may be located. This policy modifier has been applied outside areas envisioned to have high-levels of street activity including along a portion of Edmonton Trail NE in Greenvue Industrial.

2.4 BUILDING SCALE

The following provides a quick reference to the Building Scale categories shown on **Map 4: Building Scale**. This map illustrates the general building height and massing within the plan area which supports the primary function and street experience shown on the urban form map.

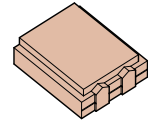


Policies pertaining to each scale modifier are provided in Chapter 2 of the Guidebook and apply to this Plan. In addition to those policies, the Plan identifies specifically how each of the scale modifiers apply in the local context.



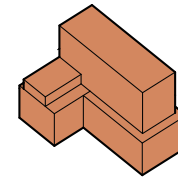
Limited Scale

Limited scale accommodates buildings of three storeys or less that generally have small building footprints. These areas include a broad range of ground-oriented building forms including single-detached, semi-detached, rowhouses, townhomes, mixed-use buildings, commercial and industrial transition buildings. In the North Hill Communities, areas outside of the Main Streets, transit station areas, and Activity Centres are generally Limited scale.



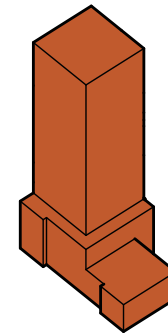
Low Scale

Low scale areas accommodate buildings of six storeys or less with building footprints that are generally larger than those in Limited scale areas. Typical building forms in this category include apartments, stacked townhouses, vertical mixed-use buildings, office, and larger industrial buildings. Many of the Main Streets, corridors and Activity Centres include this scale.



Mid Scale

Mid scale areas allow for buildings up to 12 storeys in height where the building volume is reduced above the sixth storey. Typical buildings in the Mid scale areas include apartments and mixed-use buildings. The North Hill Communities Mid scale areas are located along portions of Main Streets with the high-activity levels, and transit station areas.



High

High scale accommodates for buildings up to 26 storeys where portions of buildings above six-storeys have a reduced building mass and volume. Typical building forms include tower and podium or point tower office, apartments and mixed-use buildings. These areas are located in areas with the highest activity levels such as Centre Street N and 16 Avenue N.



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 and Open Space
- Plan Area Boundary

PROPOSED

2.5 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.



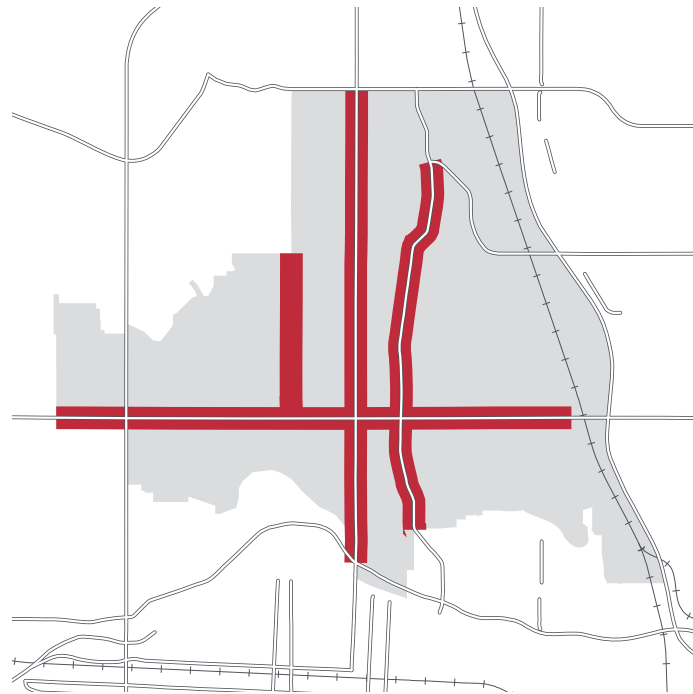
POLICY

1. Development located within Neighbourhood Housing Minor areas that have a Low scale modifier, excluding Main Streets and Activity Centres, should provide a building stepback at or below the fourth storey in order 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;
 - c. building articulation; and
 - d. angular planes.



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.

2. Development adjacent to a Parks Civic and Recreation urban form categories 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 healthy mature vegetation 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 trees on private lots should be protected, where possible, in order to retain the existing tree canopy in the plan area.
6. 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 of this Plan.
7. 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.
8. Utility upgrades should be coordinated, when feasible and appropriate, with other infrastructure improvements, particularly along Main Streets and in transit station areas.
9. 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.
10. All development adjacent to Confederation Park should include a landscape buffer between the park and the development site.
11. **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, the following guiding principle applies to this site:
 - a. Provide pedestrian/bicycle connections to The City's network of pathways and bikeways network.



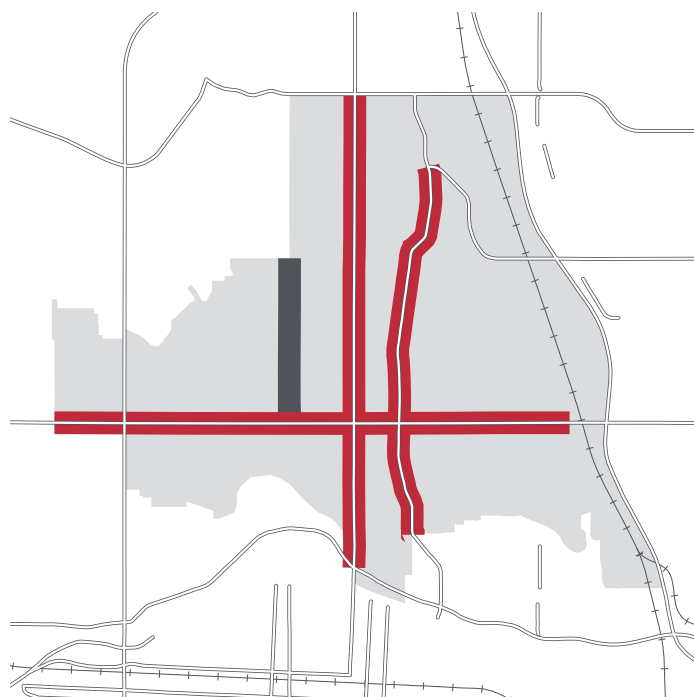
2.6 MAIN STREETS

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 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;
 - 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.



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

2.7 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 stepbacks at or below the sixth storey;
 - b. overall reduction of building mass at or above the sixth storey;
 - c. building articulation; and
 - d. angular planes.
2. New low intensity uses such as single-detached, semi-detached and duplex housing are strongly discouraged.

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, the following guidelines apply to future development on this site:

- 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 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, the following guidelines apply to future development on the site:

- a.** comprehensive redevelopment of the entire area is encouraged; however, development proposals for individual development parcels may be considered;
- b.** development proposals should provide a concept plan(s) that consider all parcels within this area;
- c.** development should 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.** building facades should step back along property lines shared with Limited Scale development at the second storey;
- e.** vehicular access for new developments should be provided from 10 Street NW or 16 Avenue NW, with the exception of single detached, semi-detached, duplex, and rowhouse developments; and
- f.** comprehensive redevelopment should 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 Park, the former RCMP facility, and the EMS facility 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, the following guidelines apply to future development on this site:

- a.** land uses within the site may include multi-residential, commercial, and mixed-use development;
- 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 network;
- e.** determine opportunities for greenhouse gas emission reduction through a renewable and low carbon energy feasibility assessment; and
- f.** explore opportunities for Parks and Open Space Frontages 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 also serves an important goods movement function for the Greenvue Industrial area. Policy direction is provided primarily through the urban form categories, policy modifiers and scale identified on Maps 3 and 4.



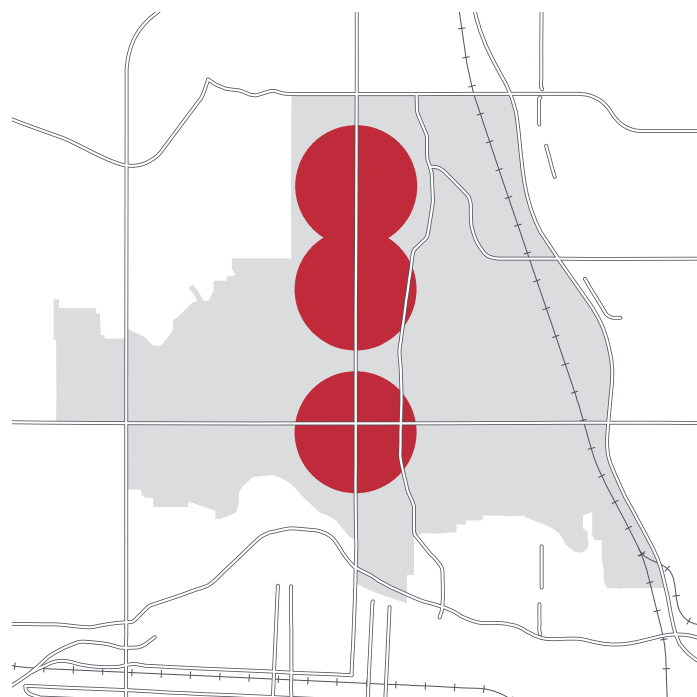
In addition to these locally specific policies, the policies of Chapter 2 and 3 of the Guidebook apply.

2.8 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;
 - d. building articulation; and
 - e. angular planes.
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 provide for:
 - a. Buildings that have continuous frontage on 4 Street NW; and
 - b. Pedestrian-oriented commercial uses with Active Frontages facing 4 Street NW.



2.9 TRANSIT STATION AREAS

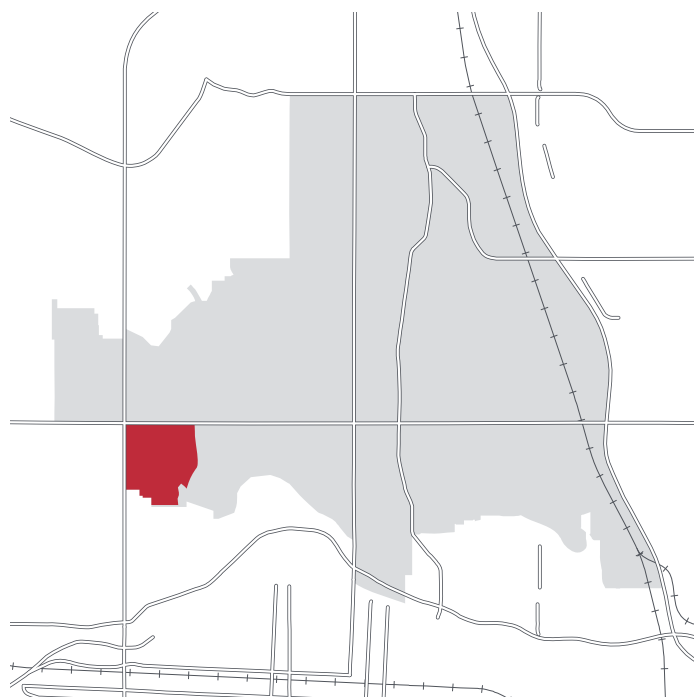
The North Hill Communities area includes three future transit station areas along Centre Street N and the future-planned Green Line LRT. These transit station areas are located around 16 Avenue N, 28 Avenue N, and 40 Avenue N. The exact location for future stations will be determined through detailed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

The Plan provides policy direction around BRT stations on 16 Avenue N primarily through the Main Streets policies in sections 2.6 and 2.7 as well as through the application of urban form categories, policy modifiers and building scale.

The Plan envisions transit station areas as gateways to the communities, accommodating high levels of pedestrian activity and building scales, as well as interconnected mobility networks. For areas in immediate proximity to a future station, pedestrian activity and building scale are envisioned to be the highest. The Plan accommodates this by applying the Neighbourhood Commercial Major urban form categories and Active Frontage policy modifiers as shown on **Map 3: Urban Form** as well as the highest building scale identified on **Map 4: Building Scale** in these areas. The Plan envisions activity levels and building scale gradually decreasing away from the transit station which is achieved through a mix of urban form categories and Commercial Flex policy modifiers as shown on **Map 3: Urban Form** as well as lower-building scales identified on **Map 4: Building Scale**.

POLICY

1. Development immediately adjacent to a future LRT station should provide for a high-quality public realm to strengthen the sense of place and encourage social gathering, and cultural and recreation activities through elements such as a publicly-accessible private open space or transit plaza, street furniture, seating areas and enhanced landscaping.
2. Buildings should be designed to enhance transit interfaces including design elements such as articulating building and street-level façades to emphasize the transit station and define a human-scaled environment, and focusing uses that support high levels of activity immediately adjacent to transit stops.
3. In addition to the parking policies of the Guidebook, vehicle parking within 200 metres of transit station areas, with the exception of single-detached, semi-detached and rowhouses, should be primarily located underground or in a parking structure.
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. 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.
6. In conjunction with the design and development of the 28 Avenue North station, The City should undertake a comprehensive review of design and programming within Tuxedo Park in order to ensure that the park design is appropriate for a site directly adjacent to an LRT station. Any redesign of the park should ensure that the park is multi-functional, multi-generational and includes significant areas of open space.



2.10 COMMUNITY ACTIVITY CENTRES

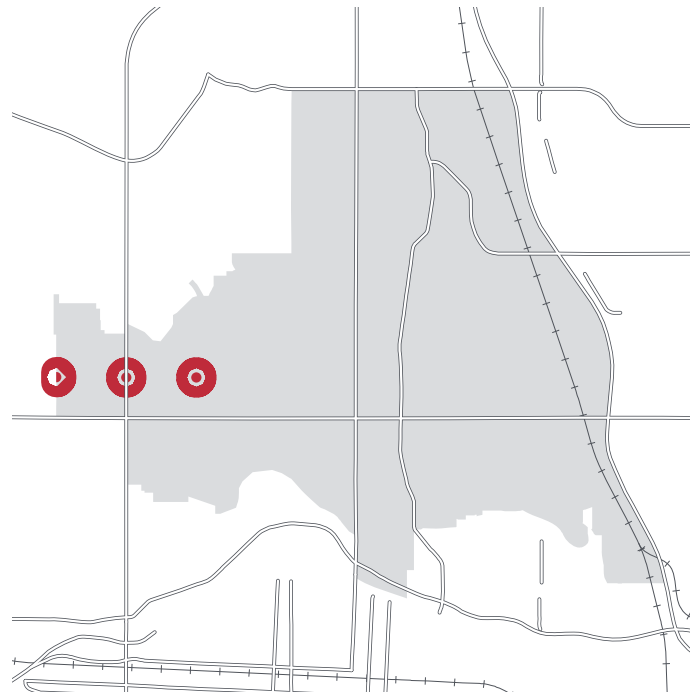
Community Activity Centres are identified on Map 1: Urban Structure Map of the *Municipal Development Plan*. These are areas of moderate job and population growth with connections to primary transit such as LRT. The Southern Alberta Institute of Technology represents the only Community Activity Centre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

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 2.6 and 2.7.
2. The use of architectural features and public spaces that provide a distinct sense of place is 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.



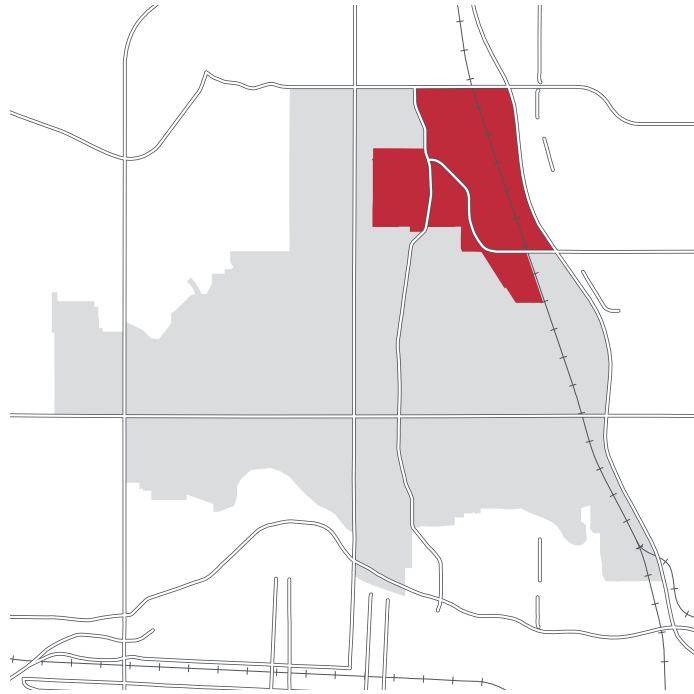
2.11 NEIGHBOURHOOD ACTIVITY CENTRES

Neighbourhood Activity Centres are smaller mixed-use areas located within communities that provide opportunities for local job and population growth. There are three Neighbourhood Activity Centres in the North Hill Communities, two of which are fully within the plan area and one 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.

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 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.





2.12 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.



POLICY

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, Greenview and Winston Heights-Mountview communities.

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.
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 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, the following guidelines apply to future development on this site:
 - 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.

2.13 HERITAGE PLANNING AREAS

There are portions of the North Hill Communities that 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 (see Chapter 4 of the Guidebook for additional information). Heritage Planning Areas have been identified for areas that have high concentrations of heritage assets and these areas are conceptually shown in Appendix C of this Plan.

The City is currently reviewing policy and financial tools for heritage areas, with the objective of creating a systematic, city-wide strategy for the conservation of these heritage asset concentrations. The Heritage Planning Areas identified in this Plan are intended to allow for future heritage planning work as well as the implementation of any resulting policy tools for these areas. The Heritage Planning Areas would then be removed and/or refined pending the outcome of that work.

POLICY

The following policies apply to the Heritage Planning Areas identified in Appendix C:

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.

SUPPORTING GROWTH



PROPOSED

3.1 OVERVIEW

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. Specifically, this chapter addresses the question: when growth occurs, how are investments in a community made? This chapter builds upon policies and direction provided in Chapters 2 and 4 of *The Guidebook for Great Communities*, and identifies local area plan specific objectives for supporting growth.

This Plan recognizes that the individual communities that make up the North Hill Communities share common amenities, services, parks and open spaces, and public facilities. 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.

Section 3.2 identifies high-level local area plan goals that align with key direction provided within the *Municipal Development Plan*. Section 3.3 identifies North Hill Communities specific objectives within those high-level goals that support the vision set out in this

SUPPORTING GROWTH GOAL

Creating Great Communities
(MDP policy 2.3)



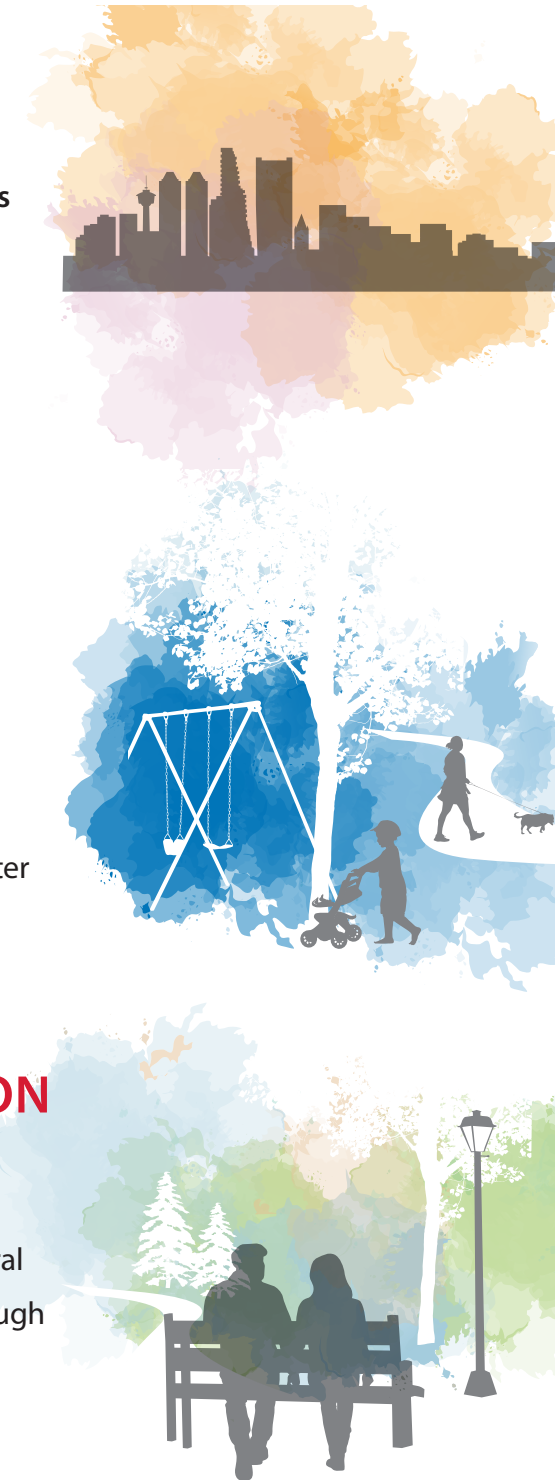
NORTH HILL COMMUNITIES OBJECTIVES

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.



IMPLEMENTATION OPTION

Improve lighting in key natural areas such as along the McHugh Bluff from the Curling Club up to Crescent Road NW.



Plan. The goals and objectives are durable, long-term and are connected to the time horizon of the Plan. Appendix A includes a list of implementation options related to the objectives that stakeholders identified through the development of this Plan. These implementation options are examples of actions that could be taken by The City of Calgary, developers, Business Improvement Associations, Community Associations and residents to further the individual goals and objectives set out in this chapter.

Appendix A represents non-statutory examples of potential actions and is 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. Appendix A represents a collection of suggested implementation options from stakeholders related to the Plan's goals and objectives, and further analysis is needed to identify how these options would support growing communities as the Plan is implemented.

To support communities within the Plan through growth and change, the suggested options within 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 a number of 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 SUPPORTING GROWTH GOALS

This Plan identifies four goals that are intended to frame and provide guidance on supporting the Plan's vision. These goals are broad and high-level and are common across all areas of the city and are aligned with direction from the *Municipal Development Plan*. The four goals are described as follows:

GOALS



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 *Municipal Development Plan* and *The Guidebook for Great Communities*. In the local area context, this means supporting the 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.



REALIZING EXCELLENCE IN URBAN DESIGN

Making Calgary a livable, attractive, memorable and functioning city is an important goal of the *Municipal Development Plan*. 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.



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 *Municipal Development Plan* 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.



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.

3.3 NORTH HILL COMMUNITIES OBJECTIVES

To support the vision set out in Chapter 1 of this Plan, this section includes growth objectives to identify where and how growth can be supported at the local level. The objectives represent the future or desired result that the Plan commits to achieve. The objectives apply at the community-wide level (i.e. not site-specific) and provide benefit to more than one resident. The objectives are long-term, durable and are intended to be actionable. They are as follows, organized under the related supporting growth goal identified in section 3.2.

OBJECTIVES



CREATING GREAT COMMUNITIES

1. Celebrate, care for, and where appropriate, protect the heritage of the North Hill Communities.
2. Recognize and support community identity and character through investment in public and private space including community beautification, signage, wayfinding and public art.
3. 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.
4. 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.
5. Improve and enhance existing public recreation facilities.
6. Provide accessible and affordable housing choices to accommodate diversity among people, ages, incomes, tenures and household types.



REALIZING EXCELLENCE IN URBAN DESIGN

7. Improve the quality of the pedestrian realm along Main Streets, station areas and Activity Centres.



CONNECTING THE CITY

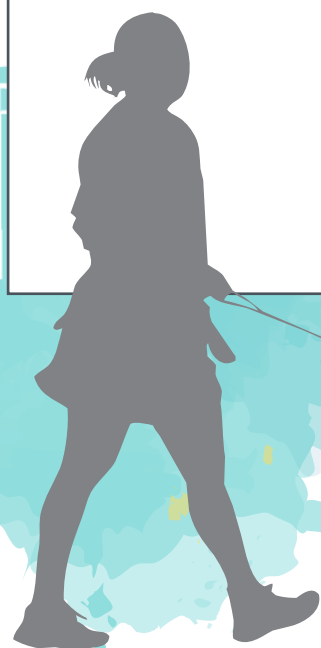
8. Improve pedestrian connections and complete missing links between Main Streets, station areas, Activity Centres, community association sites, parks and natural areas.
9. Improve transit inside and outside of the North Hill Communities.
10. Improve safety, connectivity and accessibility for all modes of transportation.
11. Expand the cycle network across the plan area, provide improved connections and complete missing links between Main Streets, transit station areas, Activity Centres, parks and natural areas.
12. Connect and enhance the east-west cycle connections to destinations within the plan area and beyond such as the University of Calgary and SAIT.
13. Connect and enhance north-south cycle connections to destinations within the plan area and beyond such as the Downtown.
14. Improve the quality of the public realm on local neighbourhood streets to make them pleasant places for walking and playing.



GREENING THE CITY

15. Support the protection and maintenance of the tree canopy on public and private lands throughout the plan area.
16. Support the planting of trees using methods that will ensure the sustainability and longevity of new trees.
17. 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 & INTERPRETATION



PROPOSED

4.1 POLICY FRAMEWORK

1. 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 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.

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, policy modifier, 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 supports the direction of this Plan. However, it is the responsibility of landowners to have caveats discharged from their land title certificate.

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. Where an amendment to the Plan is requested, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the MDP and other relevant policy documents.

APPENDICES



APPENDIX A: IMPLEMENTATION OPTIONS

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 Objective	Implementation Options (What We’ve Heard)	Location
Celebrate, care for, and, where appropriate, protect the heritage assets of the communities.	Preserve Tuxedo School.	Tuxedo Park
Recognize and support community identity and character through investment in public and private space including community beautification, signage, wayfinding and public art.	Explore and realize opportunities for public art in public space or as part of private development.	Varies
Improve and enhance existing community association buildings and related facilities within the North Hill Communities.	Explore opportunities to support the role community association buildings and facilities as community hubs.	Varies
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.	Improve lighting in key natural areas and pathways such as along the McHugh Bluff from the Curling Club up to Crescent Road NW.	Rosedale/Crescent Heights
	Improve Tuxedo School Park and playground	Tuxedo Park
	Improve Munro Park	Winston Heights-Mountview
	Continue to enhance amenities within Confederation Park to ensure it remains a destination for Calgarians of all ages at all times of the year.	Confederation Park
	Explore the feasibility of allowing complementary uses such as restaurants and/or other active uses within key parks in the area	Varies
	Explore opportunities to provide additional park space and walking and cycling connections through the former Highland Park Golf Course lands.	Highland Park
	Improve park maintenance along east side of 10 Street NW.	Rosedale
	Improve the Mount Pleasant Arts Centre.	Mount Pleasant
	Provide additional dog parks	Varies
	Investigate opportunities to acquire additional park space.	Varies
	Provide a fitness park at the McHugh Bluff	Rosedale / Crescent Heights
	Provide additional tree plantings, benches, bathrooms in parks	Varies
	Improve Balmoral and Beaumont Circus parks by pursuing road closures on 2 Street NW and 18 Avenue NW (Balmoral Circus) and on 4 Street NE and 15 Avenue NE (Beaumont Circus) and converting the adjacent roadways into park space.	Mount Pleasant and Renfrew
Improve and enhance existing public recreation facilities	Explore opportunities for an optimized recreation facility for the Renfrew Aquatic & Recreation Centre.	Renfrew
	Improve Mount Pleasant Outdoor Pool	Mount Pleasant
Provide accessible and affordable housing choices to accommodate diversity among people, ages, incomes, tenures, and household types.	Support housing providers to build or develop affordable and accessible housing in the North Hill Communities, especially in station areas and along transportation corridors serviced by regular and reliable public transit.	Varies

North Hill Communities Supporting Growth Objective	Implementation Options (What We've Heard)	Location
Improve the quality of the pedestrian realm along Main Streets, transit station areas, and Activity Centres.	Improve the pedestrian realm, connectivity, and accessibility of 16 Avenue N by providing wider sidewalks, and tree planting.	16 Avenue N
	Explore beautification of Centre Street N, Edmonton Trail NE and 4 Street NW including curb extensions, patio spaces, improved cross-walks, street trees and planting opportunities, street furniture and locating above grade utilities below ground.	Centre Street N, Edmonton Trail NE, and 4 Street NW
	Explore opportunities to work with developers to provide for an enhanced public realm including sidewalks, adjacent side streets, and lanes on the 16 Avenue N corridor.	16 Avenue N
	Explore opportunities to provide for more appropriate vehicle speeds and on-street parking on Main Streets.	Centre Street N, Edmonton Trail NE, 16 Avenue N, and 4 Street NW
Improve pedestrian connections and complete missing links between Main Streets, transit station areas, Activity Centres, parks and natural areas.	Consider improving 1 Street NE as a comfortable walking and cycling route across the plan area.	Highland Park
	Improve walking and cycling connection from Centre Street N to the Greenview Industrial area.	Highland Park and Greenview Industrial
Improve transit connections inside and outside of the North Hill Communities.	Invest in high-frequency, primary transit such as Green Line LRT and BRT.	Varies
Improve safety, connectivity, and accessibility for all modes of Transportation.	Improve 8 Avenue NE to create more comfortable conditions for walking and cycling and manage vehicle volumes and speeds.	Renfrew
	Consider improving 2 Street NW as a comfortable walking and cycling route across the plan area.	Tuxedo Park
	Improve connectivity across 16 Avenue N for pedestrians and cyclists	16 Avenue N
	Improve walking connections between Bridgeland and Renfrew	Renfrew
	Prioritize traffic calming in key areas such as schools, recreation centres, parks, community associations.	Varies
	Explore opportunities to improve the pedestrian crossing at 14 Street NW and 21 Avenue NW.	
	Improve pedestrian connectivity on 35 Avenue NE by providing sidewalks along the avenue and traffic control at 2 Street NE.	Greenview Industrial
	Improve pedestrian connections from Greenview Industrial to the multi-use pathway along Nose Creek.	Greenview Industrial
	Explore opportunities to provide for a dedicated pedestrian and wheel chair crossing over Nose Creek that connects north of 16 Avenue N.	
	Explore opportunities to provide soft-landscaping such as high-grasses, to the round-about at 8 Avenue NE and 8 Street NE to improve visibility and safety.	Renfrew
Expand the cycle network across the plan area, provide improved connections and complete missing links between Main Streets, transit station areas, Activity Centres, parks, and natural areas.	Consider a high-quality cycling route along or parallel to the Centre Street N corridor.	Centre Street N
	Create a comfortable walking and cycling route between Confederation Park and Nose Creek.	Varies
	Improve pathway connections to Confederation Park.	Mount Pleasant, Capitol, and Confederation Park

North Hill Communities Supporting Growth Objective	Implementation Options (What We've Heard)	Location
Connect and enhance the east-west cycle connections to destinations within the plan area and beyond such the University of Calgary and SAIT.	Consider measures to improve the safety and comfort for people walking and cycling on or adjacent to 20 Avenue N.	20 Avenue N
	Create cycling infrastructure linking east to west to major institutions like the University of Calgary.	Varies
Support planting, protection and maintenance of the tree canopy throughout the plan area.	32 Avenue N, Centre Street N, and Edmonton Trail NE - trees need to be better pruned and cared for.	Varies
	Protect existing public and private trees through redevelopment.	8 Avenue N
	Support programs aimed at the protection and maintenance of trees on private land.	Varies
Support the planting of trees using methods that will ensure the sustainability and longevity of new trees	Explore opportunities to add boulevard trees along designated walking and cycling routes such as 2 Street NW and 20 Avenue, to enhance the street experience.	Varies
	Add trees to 8 Avenue NE.	
	Increase tree plantings along sidewalks and boulevards throughout the community.	
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.	Improve the health of the riparian areas along Nose Creek.	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 Map

Legend

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

PROPOSED



APPENDIX C: HERITAGE PLANNING AREAS

The following map shows Heritage Planning Areas in the North Hill Communities. These are areas where concentrations of heritage assets have been identified. This map is intended to help inform the Heritage Planning Areas policies set out in Chapter 2 of this Plan.



MAP C:
Heritage
Planning Areas

Legend

-  Heritage Planning Areas
-  Plan Area Boundary

PROPOSED

APPENDIX D: CONSTRAINTS

The following is a summary of development constraints within the North Hill Communities. These constraints should be considered as part of the planning process and may apply at time of development.

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.



MAP D:
Constraints

Legend

- Landfill Site
- Landfill Buffer
- Flood Fringe
- Floodway
- Overland Flow
- NEF Contour
- Airport Vicinity Protection Area
- Plan Area Boundary

PROPOSED

