



The North Hill Communities

Local Growth Plan

**Working Title Subject to Change*



**Placeholder image*

Including the communities of:
Capitol Hill, Crescent Heights, Highland Park, Mount Pleasant, Renfrew,
Rosedale, Thorncliffe-Greenview, Tuxedo Park, Winston Heights-
Mountview, and Greenview Industrial

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1. VISUALIZING GROWTH

1.1. Introduction

The North Hill Communities is a collection of vibrant inner-city and established communities located in north central Calgary, just north of the Bow River and the centre city. It includes 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, as well as the Greenview Industrial area. Collectively these communities are located within the Nose Creek and Bow River watersheds and share infrastructure, public and private amenities, public parks and open spaces, **Main Streets** and corridors, as well as Activity Centres (**Map 1: Context and Communities**).

The North Hill Communities Local Growth Plan (the Plan) is a long-range, statutory plan that sets out a future vision for growth and change. It provides guidance to realize great developments in the area and identifies the amenity and infrastructure needed to support growth. Recognizing the shared elements and features that tie the North Hill Communities together, the Plan takes a multi-community approach that leverages these assets and provides common goals and policies for growth and change in the future. The Plan sets out a growth vision for the area and provides tools for how to achieve this vision.

Planning Policy Context

The North Hill Communities Local Growth Plan is guided by several City of Calgary planning documents that including the Municipal Development Plan and the Guidebook for Great Communities: Creating Great Communities for Everyone.

Municipal Development Plan

The Municipal Development Plan (MDP) is the city-wide statutory plan that sets out a vision for how Calgary will grow and develop over the next 30 to 60 years. The MDP aims to build a city where Calgarians can choose to live in a variety of housing types in unique communities. It works together with the Calgary Transportation Plan to provide multiple transportation options so Calgarians are able to travel safely and conveniently – whether by car, bike, transit, or foot.

To achieve this vision, the MDP identifies land use typologies for the entire city which are intended to guide how and where growth should occur. Key typologies within the North Hill Communities include **Activity Centres** (Major, Community, and Neighbourhood) and **Main Streets** (Urban and Neighbourhood).

The Guidebook for Great Communities

The Guidebook for Great Communities is a statutory plan that directs how Calgary will evolve and change to achieve great communities for everyone. The Guidebook is based on a people-centered approach to community evolution by focusing on where life and activity occur and planning development to support it. It provides a common urban form classification system to be applied through local area planning as well as common policies to direct planning applications.

1.2. Community Characteristics and Attributes

History

Draft wording, revisions forthcoming based on feedback from North Hill Communities Working Group and stakeholder engagement.

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

For approximately 12,000 years the confluence of the Bow and Elbow Rivers has been an important settlement area. Historically, Calgary, especially along the Bow and Elbow Rivers, was an important encampment area for nomadic peoples whose way of life centred on following the migratory patterns of the buffalo, their main source of sustenance.

In 1875, the confluence was chosen by the Northwest Mounted Police (NWMP) as the site for Fort Calgary. The CPR laid out a new townsite on its own property in what is now downtown Calgary at the beginning of 1884 and Calgary was incorporated as a town later that year. The population of Calgary quickly grew as many people travelled west seeking new opportunities. Growth resulted in the annexation of Bridgeland in 1907 then Riverside and the communities which now comprise the North Hill Communities in 1910. 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.

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, more Europeans immigrated to Calgary and the late 1940s ushered in Calgary's oil boom resulting in a surge of new residential development around the city in both established neighbourhoods and new subdivisions. Infill houses popped up on vacant lots, especially single storey buildings with raised foundations, characterized as "1950–60 Bungalows" and historic peak population for many of the North Hill Communities was reached by the late 1960's.

In recent decades, there has been a trend of people rediscovering and seeking the convenience and vitality of inner-city living; a trend also seen in the North Hill Communities. With this influx of new residents, the population in most developed area communities is climbing. This has aligned with emerging planning practice which supports opportunities for strategic intensification in developed areas.

Today, the North Hill Communities are comprised of nine residential communities and the Greenview Industrial Area. These communities have their own individual boundaries and community associations but are united by shared amenities, schools, urban and neighbourhood **Main Streets**, public infrastructure, transit, natural areas and regional and neighbourhood parks.

Community Attributes

Community Characteristics and Attributes are shown on **Map 2: Community Characteristics and Attributes** and described below.

Topography

The North Hill Communities are characterized by relatively high elevation north of the Bow River. Steep escarpments bound 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 into Nose Creek.

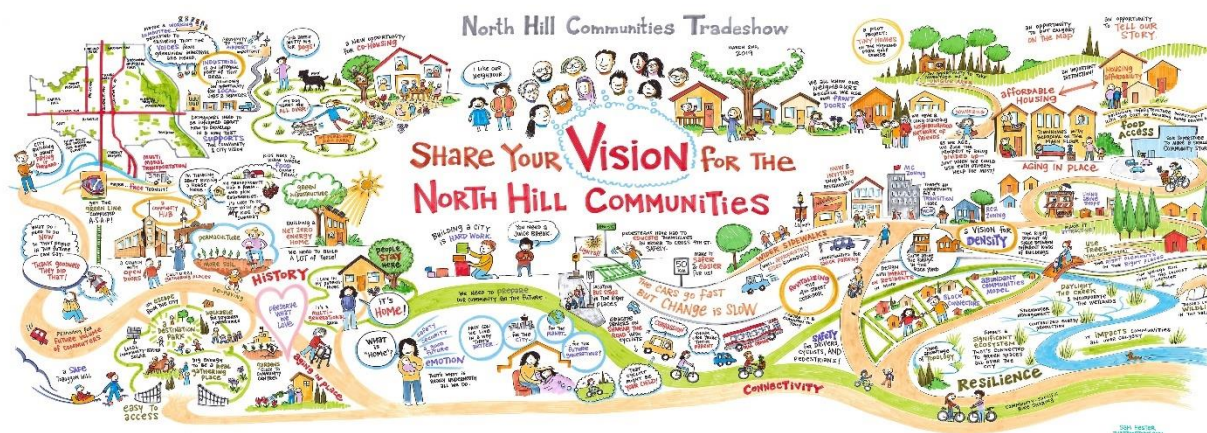
The Plan area includes a number of natural areas, parks, and open spaces. The Nose Creek watershed is located along the eastern edge of the Plan area and the Bow River is located along the south. Two significant escarpment areas offer opportunities for both passive and active recreation opportunities. The North Hill Communities also includes a number major, minor, and local parks including Confederation Park, which is regional Calgary Parks asset.

There are a number of heritage resources located in the plan area that have been evaluated by the Calgary Heritage Authority. Some of the sites on the inventory are legally protected by Provincial or Municipal designations under the Alberta Historical Resources Act. Unless a site has been legally protected as a designated Historic Resource the normal land use and development conditions apply.

The Airport Vicinity Protection Area (AVPA) regulation governs development within the flight path of airplanes to and from the Calgary International Airport to ensure land use compatibility. Noise exposure forecast 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 regulation.

A Canadian Pacific (CP) rail corridor runs through the eastern part of North Hill Communities Plan Area. Any development adjacent to freight rail corridors must comply with the requirements of the Development Next to Freight Rail Corridors Policy.

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



Capturing the vision(s) for the North Hill Communities from the tradeshow public engagement event, March 2019

VISION

Draft wording. Further discussion and input required from the North Hill Communities Working Group and stakeholder engagement.

The North Hill Communities are a collection of some of Calgary's first street-car suburbs. They are historic, vibrant, and accessible communities where a range of people choose to live, do business, and play. As the North Hill Communities continue to evolve, they will build upon their rich history and eclectic neighborhood character. Through high-quality, people focused development, the North Hill Communities will accommodate a diverse population, enhanced amenities, strong transportation connections, mix of housing types, vibrant main streets, and an accessible network of parks and open spaces.

GUIDING PRINCIPLES

Draft wording. Further discussion and input required from the North Hill Communities Working Group and stakeholder engagement.

The following principles guide the Plan:

- 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 open spaces, the public realm, the urban forest/tree canopy, natural systems, and the connections between them.
- Foster vibrant mixed-use main streets that support local businesses and are in turn supported by diverse housing options and an enhanced public realm.
- Build on and strengthen existing clusters of small-scale neighbourhood shops and community amenities outside of the main streets.
- Enable the creation of housing that fosters accessibility and diversity among people, ages, incomes, and household types.
- Support the ongoing vitality of the Greenview Industrial Area and its role as an important employment and innovation area.
- Encourage resilience in the built environment that allows adaptability to a changing society, economy, and climate.

1.4. Future Growth Concept

This plan sets out a future vision for growth and change that recognizes and celebrates the elements that connect the North Hill Communities. This vision focuses growth on **Main Streets**, transit station areas, **Activity Centres** and supports continued community evolution and change. 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.

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

Map 3: Urban Form illustrates the general location of urban form categories, policy modifiers, and the block pattern in the Plan area. Together these elements describe the envisioned primary 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.

Map 4: Building Scale illustrates the general building height and massing within the Plan area which support the primary functions and street experience shown on the urban form map.

1.4.1. Urban Form Classification

The following provides a quick reference to the urban form categories shown on **Map 3: Urban Form**. More extensive descriptions and policies pertaining to each category are provided in the Guidebook for Great Communities. This local area plan identifies specifically how each of the urban form categories apply in the local context.

Neighbourhood Commercial – Major

Neighbourhood Commercial – Major areas are generally located in areas of the highest activity where the street experience is mostly commercial. These areas include **Main Streets** such as 16 Avenue N, Centre Street N, and Edmonton Trail NE south of 16 Avenue N. 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, the most pedestrian movement along the street.

Neighbourhood Commercial – Minor

Neighbourhood Commercial – Minor areas function as secondary commercial areas in communities, attracting community-wide and local visitors, and have a moderate to high concentration of destinations and activity levels. 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 Commercial – Minor 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.

Neighbourhood Housing – Major

Neighbourhood Housing – Major areas are located in areas with the highest activity where the street experience is primarily residential. In the North Hill Communities these areas are located along Centre Street N north of 28 Avenue N. Neighbourhood Housing – Major are characterized by high levels of transit service and infrastructure, the highest volume of pedestrian movement, and pedestrian routes that support a higher volume of movement.

Neighbourhood Housing – Minor

Neighbourhood Housing – Minor areas have moderate pedestrian activity, or potential for activity, relative to other housing focus areas. These areas are located along streets and avenues that demonstrate these higher levels of street activity than adjacent Neighbourhood Housing – Local areas as well as portions of the area's **Main Streets** including 20 Avenue N, 12 Avenue N, 8 Avenue N, and portions of 4 Street NW and Edmonton Trail NE. Neighbourhood Housing – Minor are characterized by local transit service and infrastructure, moderate volumes of pedestrian activity, and pedestrian routes that support a moderate volume of movement.

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.

Industrial Core – General

Industrial Core – General accommodates a broad range of industrial uses, 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 industrial uses.

Industrial Transition – Housing Flex

Industrial Transition – Housing Flex areas combine light industrial uses with living spaces in settings that include office and small- and medium-format local retail. In the North Hill Communities area, Industrial Transition – Housing Flex is located along the industrial transition edge between Greenview Industrial and the communities of Highland Park and Winston Heights-Mountview.

Regional Campus

Regional Campus is intended for large sites that are generally regulated through provincial or federal government. 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 and open spaces that are, or will become, city-wide destinations. These tend to be large in area and include amenities that support high volumes of users. Confederation Park, Rotary Park, and the Renfrew Pool, Aquatic Centre and Athletic Fields 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 of these.

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 parks 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.

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 portion of Confederation Park are identified as a Parks Natural Area.

1.4.2. Building Scale

The following provides a quick reference to the Building Scale categories shown on **Map 4: Building Scale**. More extensive descriptions and policies pertaining to each scale are provided in the Guidebook

for Great Communities. This 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-oriented Development** 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 transition buildings. Many of the **Main Streets**, corridors, and **Activity Centres** in the Plan area include this scale.

Mid Scale

Mid scale areas allow for buildings up to twelve 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. In 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 twenty-six 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.



Limited

- Buildings of three storeys or less.
- Typically smaller individual building footprints.
- Activity is ground-oriented (units mostly have ground floor entrances or direct access).

Low

- Buildings of six storeys or less.
- Usually buildings with stacked units and shared entries, often with a larger building footprint.

Mid

- Buildings of twelve storeys or less.
- Buildings typically step back after the **street wall** height.
- Usually larger buildings with shared entries and elevators that are mostly located on larger sites.

High

- Buildings of twenty-six storeys or less.
- Typically tower and podium or point tower forms

2. ENABLING GROWTH

To realize the vision set out in Chapter 1, this Plan includes policies that are intended to guide and realize great development in the North Hill Communities. This Plan implements the urban form categories, policy modifiers, building scale, and policies set out in the Guidebook for Great Communities. Specifically, this section builds upon the 'Building Great Communities for Everyone' policies found in Chapter 3 of the Guidebook and is intended to be read and applied in conjunction with those policies.

The policies in the following sections provide urban form and planning direction for development within the Plan area. Section 2.1 provides general policies that apply throughout the Plan area. Section 2.2 includes policies that apply to the area's **Main Streets**. Section 2.3 applies to areas around future transit stations specifically the planned Green Line stations on Centre Street N. Section 2.4 includes policies for SAIT. Section 2.5 includes local specific policies and policies for **Neighbourhood Activity Centres**. Section 2.6 details policies that apply to the Greenview Industrial area.

2.1. General Policies

Policies in this section apply throughout the Plan area and must be read in conjunction with the policies for each specific area identified in sections 2.2 – 2.6.

1. All development must adhere to the principles, goals, and policies of the Guidebook for Great Communities as well as the urban form categories, policy modifiers identified on **Map 3: Urban Form** and the Building Scale identified on **Map 4: Building Scale**.
2. Land Use Redesignations should conform to the urban form categories and building scale identified in **Map 3: Urban Form**, and **Map 4: Building Scale**.
3. Existing mature vegetation should be retained in City boulevards, in particular heritage boulevards identified on the City's Inventory of Evaluated Heritage Resources, as well as in private landscaped areas along streets to maintain a consistent streetscape, help manage stormwater, and retain tree coverage along streets.
4. Lane activation is encouraged to improve safety, support laneway-accessed units and backyard suites, some small commercial opportunities, and improved laneway integration with the public realm.
5. Development should incorporate roof-line variation to reduce the building mass using any combination of contemporary and traditional design elements including but not limited to step backs, angled or pitched architectural accents, dormers, overhangs and trellises.
6. 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** is retained.
7. Any redevelopment of a school site is encouraged have a public engagement process whereby the needs of the community and local residents are identified and, where feasible, incorporated in the redevelopment plans
8. In addition to the parking policies of the Guidebook, where applications for vehicle parking relaxations are contemplating transportation demand management (TDM) measures,

consideration should be given to the policies and amenities and infrastructure identified in Chapter 3.

9. For development in commercial flex areas exception may be provided for existing residential development for renovations, limited additions, and/or adding of uses.
10. Any sites within The Plan boundary that are larger than 1.0 hectare should provide a renewable and district energy feasibility screening assessment as per the discretion to the development authority.
11. Any proposed building more than 3000 square metres should provide a renewable or low carbon energy technologies feasibility assessment as per the discretion to the development authority.
12. A portion of the plan area falls within the Nose Creek sub-watershed and should consider the Nose Creek Watershed Management Plan in planning and site design decisions.

2.2. 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 the **Main Streets** that enhance pedestrian experience and public realm while supporting medium to high levels of pedestrian activity.

1. On the main floor of buildings, higher quality, durable exterior finishing materials such as masonry, metal, glass, and/or concrete should be used. Cinder block, stucco, and siding are discouraged on the main floor.
2. For the portion of the building above the main floor, durable exterior finishing materials compatible with the main floor should be used. Stucco and wood siding are acceptable above the podium. Cinder block and vinyl siding are discouraged.
3. 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. Feasibility will be determined on a site-by-site basis.
4. Development on **Main Streets** should be designed to improve the public realm and create a safe, welcoming, pedestrian environment. Design considerations should include, but are not limited to:
 - a. wider sidewalks and the provision of street trees, where feasible;
 - b. The creation of publically accessible open spaces, public open space, street furniture, and/or street lighting;
 - c. Closing existing drive-ways on **Main Streets** and providing curb extensions, and;
 - d. Alignment with any City Streetscape Master Plans or other City initiated public realm plan.
5. The consolidation of individual parcels along **Main Streets** is encouraged, where feasible, to realize greater development potential and provide for comprehensively planned development.
6. New automotive focused uses such as automotive sales, retailers with large parking areas and/or drive-through restaurants or services are strongly discouraged.

7. 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.
8. New development may be required to provide transit infrastructure such as shelters.

2.2.1. 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. The following policies apply to these three Urban **Main Streets**:

1. New low intensity uses such as single detached, semi-detached or duplex housing are strongly discouraged.

2.2.1.1. 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, future investment in LRT infrastructure will see the Green Line LRT run on this street.

The following policies apply to Centre Street N between 7 Avenue N and McKnight Boulevard N:

1. To create pedestrian-oriented street walls on Centre Street N, buildings taller than six storeys should step back at or below the sixth storey.
2. **Map 3: Urban Form** identifies 1818 Centre Street N (the 'Safeway' site) as a Comprehensive Development Site. In addition to the policies for Comprehensive Development Sites in the Guidebook, the following guiding principles apply to future development on this site:
 - a. 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**;
 - b. Enhance pedestrian connections through the site and to the adjacent public realm, and;
 - c. Provide appropriate transition in terms of architectural treatment and building scale/massing to the primarily housing development located on 18 Avenue NE.

2.2.1.2. 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.

The following policies apply to development on 16 Avenue N between Deerfoot Trail NE and 19 Street NW:

1. To create pedestrian-oriented street walls, buildings taller than six storeys should step back at or below the sixth storey.

2. Development adjacent to Munro Park, between Edmonton Trail and 4 Street NE, should minimize shadowing on the park. A shadow study will be required at the Development Permit stage to determine potential impacts and mitigation strategies, if required, for shadowing. Mitigation strategies may include but are not limited to building orientation, limited floor plate size, and/or tower separation.
3. The following options should be explored to assist in developing underground parking:
 - a. applications for underground parking areas located within the required front yard setbacks may be permitted subject to confirmation it is technically feasible (e.g., location of utilities);
 - b. applications for underground parking areas that extend underneath a public lane may be permitted 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 would retain an access easement over the land to keep the lane available for public use.
4. **Map 3: Urban Form** identifies Midfield Park, the former RCMP, and EMS facility at 920, 954, 970, 990 and 1020 16 Avenue NE and 16 Moncton Road NE, as a Future Planning Area. In addition to the policies for Future Planning Areas of the Guidebook, the following guiding principles apply to future development on this site:
 - a. Provide opportunities for multi-unit residential or commercial/ residential mixed use development;
 - b. Become a gateway for the 16th Avenue corridor by building an architecturally significant development which complements the topography and location;
 - c. Provide affordable housing when possible;
 - d. House a sufficient population to support community commercial uses, services and amenities and to enhance the vitality of the community;
 - e. Provide pedestrian and bicycle access around and through the site to connect to nearby commercial and residential uses, as well as the pathway network; and
 - f. Explore opportunities for **Parks and Open Space Frontages** along the north boundary of the site with the open space and/or escarpment.

2.2.1.3. Edmonton Trail N

Edmonton Trail NE is an Urban **Main Street** which runs parallel to Centre Street N. This 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 function for the Greenview Industrial area by allowing for the movement of goods and services through that employment area.

The following policies apply to development on Edmonton Trail NE between 5 Avenue NE and 41 Avenue NE:

1. To create pedestrian-oriented street walls, buildings taller than six storeys should step back at or below the sixth storey.

Additional policies are being considered that recognize the differences and character of Edmonton Trail NE south of 16 Avenue, north of 16 Avenue and in the Greenview Industrial.

2.2.2. 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. The following policies apply to this Neighbourhood **Main Street**:

2.2.2.1. 4 Street NW

4 Street NW is a Neighbourhood **Main Street** which primarily serves the local communities providing a mix of commercial, housing, and civic uses.

1. To create consistent street walls, buildings taller than four storeys should step back at or below the fourth storey.
2. **Map 3: Urban Form** identifies 2411 4 Street NW ('4 Street Village') as a Comprehensive Development Site. In addition to the policies for Comprehensive Development Sites in the Guidebook, development should provide pedestrian-oriented commercial uses with **Active Frontages** facing 4 Street NW.

2.3. 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 at 16 Avenue N, 28 Avenue N, and 40 Avenue N. In addition, there are five MAX Orange BRT stops located on 16 Avenue N (**Map 2: Community Characteristics and Attributes**).

This Plan has been informed by the Green Line station area charrettes conducted by the City with community stakeholders in 2016, as well as engagement conducted as part of this Plan. In addition, the Plan implements the direction set out in the transit-oriented development policies of the Guidebook for Great Communities.

The Plan envisions transit station areas accommodating high levels of pedestrian activity and building scales, as well as permeable mobility networks. A core zone, where pedestrian activity and building scale are envisioned to be the highest, is achieved through 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**. A transition zone, where activity levels and building scale gradually decrease away from the transit station, is achieved through the 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**.

The following policies apply to transit station areas:

1. Development should incorporate design strategies to integrate and/or compliment existing and future transit infrastructure and stations, including but not limited to:

- a. Providing a high-quality public realm with elements such as publically accessible private open space, street furniture, seating areas, and enhanced landscaping, and;
 - b. Architectural design that responds to and enhances transit interfaces.
2. The areas located in the immediate vicinity of the future Green Line LRT stations are identified as **gateway sites**. Development adjacent to these areas should incorporate design strategies which emphasize the Green Line LRT stations as key points of entry into the community.
3. In addition to the parking policies of the Guidebook, vehicle parking within transit station areas core zones should be located underground.

2.3.1. Green Line LRT – 16 Avenue N

1. To create pedestrian-oriented street walls, buildings taller than six storeys should step back at or below the sixth storey.
2. Development taller than six storeys adjacent to Balmoral School should minimize shadowing on the historic school and open space. 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.

2.3.2. Green Line LRT – 28 Avenue N

1. To create pedestrian-oriented street walls, buildings taller than six storeys should step back at or below the sixth storey.
2. Development taller than six storeys around the future 28 Avenue N LRT station should minimize shadowing on the adjacent Tuxedo Park. 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.

2.3.3. Green Line LRT – 40 Avenue N

1. The area located in the immediate vicinity of Centre Street N and 40 Avenue N is identified as a **gateway site**. The following guiding principles apply to development in this area:
 - a. Providing a publically-accessible private open or transit plaza in the vicinity of the future station, and;
 - b. Consideration for development on the slopes east of Centre Street N;
2. To create pedestrian-oriented street walls, buildings taller than six storeys should step back at or below the sixth storey.

2.3.4. Bus Rapid Transit – 16 Avenue

1. New development should integrate with existing and/or future planned BRT stops.

2.4. Community Activity Centres

Community Activity Centres are identified on Map 1: Urban Structure Map of the Municipal Development Plan and are areas of moderate job and population growth with connections to the 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 as a Regional Campus.

2.4.1. Southern Alberta Institute of Technology

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 2.2 and the 16 Avenue N policies of section 2.2.1.2.
2. The use of landmarks, architectural features and public spaces is encouraged at the major north-south intersections with 16 Avenue NW to showcase the prominent role of SAIT on this **Main Street**. Landmark building forms are particularly appropriate close to the intersections at:
 - 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

2.5. Local Policies

1. Development located on the south side of 17 Avenue N should not cast shadows on the sidewalk on the opposite side of the street between the hours of 10:00 am and 4:00 pm MST on September 21.
2. **Map 3: Urban Form** identifies the lands on and around the former Highland Park Golf Course as a Future Planning Area. This planning area recognizes the stormwater and drainage challenges that exist on the site. Any development feasibility in this area must consider these site challenges. In addition to the policies for Future Planning Areas set out in the Guidebook, the following guiding principles apply to this site:
 - a. Provide pedestrian/bicycle connections to connect to the city's network of pathways and bikeways network
 - b. Consider the use of **Parks and Open Space Frontage** policy modifier for adjacent parcels.

2.5.1. 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 four **Neighbourhood Activity Centres** in the North Hill Communities, two of these are fully within the Plan area and two are partially within it. These are centred around the intersections of 18 Street NW and 20 Avenue NW, 14 Street NW and 20 Avenue NW, 10 Street NW and 20 Avenue NW, and 4 Street NW and 40 Avenue NW. The following policies apply in these areas:

1. Development in **Neighbourhood Activity Centres** should be designed to improve the public realm and create a safe, welcoming, pedestrian environment. Design considerations include, but are not limited to:
 - a. Wider sidewalks and the provision of street trees, where feasible;
 - b. The creation of publically accessible open spaces, public open space, street furniture, and/or street lighting; and,
 - c. Closing existing drive-ways on streets and providing curb extensions where appropriate.

2.6. 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. The diversity of uses ranges from auto-body and automotive repair shops, retail and restaurants, to places of worship and seniors housing. The following policies apply to this area:

1. Development should provide adequate screening along industrial/residential interfaces to mitigate the visual impact of industrial uses and/or storage on primarily housing areas.
2. Industrial focused development that generates higher levels of employment is encouraged for the lands west of Nose Creek, particularly in proximity to the future 40 Avenue Green Line station.
3. The Industrial Core – General land use function should be retained, particularly for the lands east of Nose Creek.
4. Development on the west side of Nose Creek should provide for and/or improve sidewalk connections.

3. SUPPORTING GROWTH

This chapter sets out the goals and objectives for current and future amenities and infrastructure required to support the vision identified in Chapter 1: Visualizing Growth. Specifically, this chapter addresses the question: when growth occurs, what physical and social investments are required to support communities. 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 direction 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 but rather they 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 Centre and the network of multi-use pathways that surround and weave through the communities.

Section 3.1 identifies high-level local area plan level goals that align with key direction provided in the Municipal Development Plan and that may be common to more than one local area plan. Section 3.2. identifies North Hill Communities specific objectives to support the vision set out in this Plan. The goals and objectives included in these sections are durable, long-term and are connected to the time horizon of the plan. The Appendix includes a list of implementation options that stakeholders identified through the development of this Plan. These implementation options are examples of steps that could be taken to further the individual goals and objectives set out in this chapter. The Appendix represents a snap shot in time when this Plan was created and is intended to be updated over time as actions are completed and/or new options are identified through subsequent stakeholder engagement and City departmental prioritization. In identifying the goals, objectives and implementation options, this Plan distinguishes between lifecycle improvements for amenities and infrastructure and improvements and investment required to support growth.

Supporting Growth Goal	North Hill Communities Objective	Implementation Options
Connecting the city (MDP policy 2.5)	Connect and enhance the east-west cycle connections to destinations within the plan area and beyond such the University of Calgary and SAIT	Add cycle lanes on 20 Avenue N
		Add cycle lanes on 10 Street NW

It should be noted that communities continuously change and evolve. This change, including changes in job and population levels, impact the desired and required provision of publicly funded amenities and programs. Project are generally considered and prioritized by City Administration and Council through The City's business plans and budgets.

3.1. 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:

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 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 historic resources, promoting public art, and maintaining and investing in parks, open spaces, and recreation 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, connected communities and 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 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, and restoring the natural environment is the final key goal. At the local level it recognizes the interconnected network of natural areas within the North Hill Communities including natural elements such as trees, riparian areas, and natural open spaces.

3.2. 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. They apply at the community-wide level (i.e. they're 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 3.1.

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 such things as community beautification, signage, wayfinding, and public art.
3. Improve and enhance existing community association buildings and related facilities within the North Hill Communities.
4. Improve safety and comfort in existing parks and, where feasible, support a broader range of complementary uses that cater to diverse groups of users.
5. Improve and enhance existing public recreation facilities.

Realizing Excellence in Urban Design

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

Connection the City

7. Improve pedestrian connections and complete missing links between **Main Streets**, station areas, activity centres, parks and natural areas.
8. Explore opportunities for additional on-street parking along **Main Streets**.
9. Improve transit connections 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**, 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 the University of Calgary and SAIT.

Greening the City

13. Support and expand the tree canopy throughout the plan area.

The Established Areas Growth and Change Strategy, currently underway, is helping to define implementation tools to support growth and change in the developed areas. The results of this and related work will continue to inform this section of the Plan.

APPENDIX: IMPLEMENTATION OPTIONS

The following implementation actions have been identified by stakeholders through public engagement conducted during the drafting of this Plan. As noted in Chapter 3, these actions represent steps community stakeholders identified to achieve the support growth objectives of the Plan. The list below represents a snap shot in time based on feedback collected to date. It is expected that the list will be updated based on further engagement as part this project as well as projects in the future. In addition, this list will be updated as actions are implemented and additional actions are identified.

Please note that the City is still reviewing the list of suggested implementation actions. The table below is a draft and it is expected it will be revised and updated as this Plan is revised and finalized.

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 of the communities	Preserve Tuxedo School and consider adding residential uses	Tuxedo Park
Recognize and support community identity and character through investment in public and private space including such things as 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	Improve Mount Pleasant Community Hall and Pool	Mount Pleasant
Improve safety and comfort in existing parks and, where feasible, support a broader range of complementary uses that cater to diverse groups of users.	Improve lighting in key natural areas 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
	Add amenities to Confederation Park such as outdoor skating rink, water	Confederation Park

	fountains, washrooms, tennis courts, bike/bmx park, bike paths and outdoor fitness.	
	Explore the feasibility of adding a restaurant amenity to Crescent Park	Crescent Heights
	Acquire the former Highland Park Golf Course lands and turn it into open space	Highland Park
	Improve park maintenance along east side of 10 Street NW	Rosedale
	Improve the Mount Pleasant Arts Centre	Mount Pleasant
	Provide more off-leash dog parks	Varies
	Provide more water parks	Varies
	Provide more land in the area for parks	Varies
	Provide a fitness park at the McHugh Bluff	Rosedale / Crescent Heights
	Provide additional tree plantings, benches, bathrooms in parks	Varies
Improve and enhance existing public recreation facilities	Improve Renfrew Aquatic and Recreation Centre with combined facilities	Renfrew
Improve the quality of the pedestrian realm along Main Streets, station areas, and activity centres	Improve the pedestrian realm, connectivity, and accessibility of 16 Avenue N by providing wider sidewalks, tree planting and dedicated pedestrian overpasses	16 Avenue N
	Beautification of the street environment generally	Varies

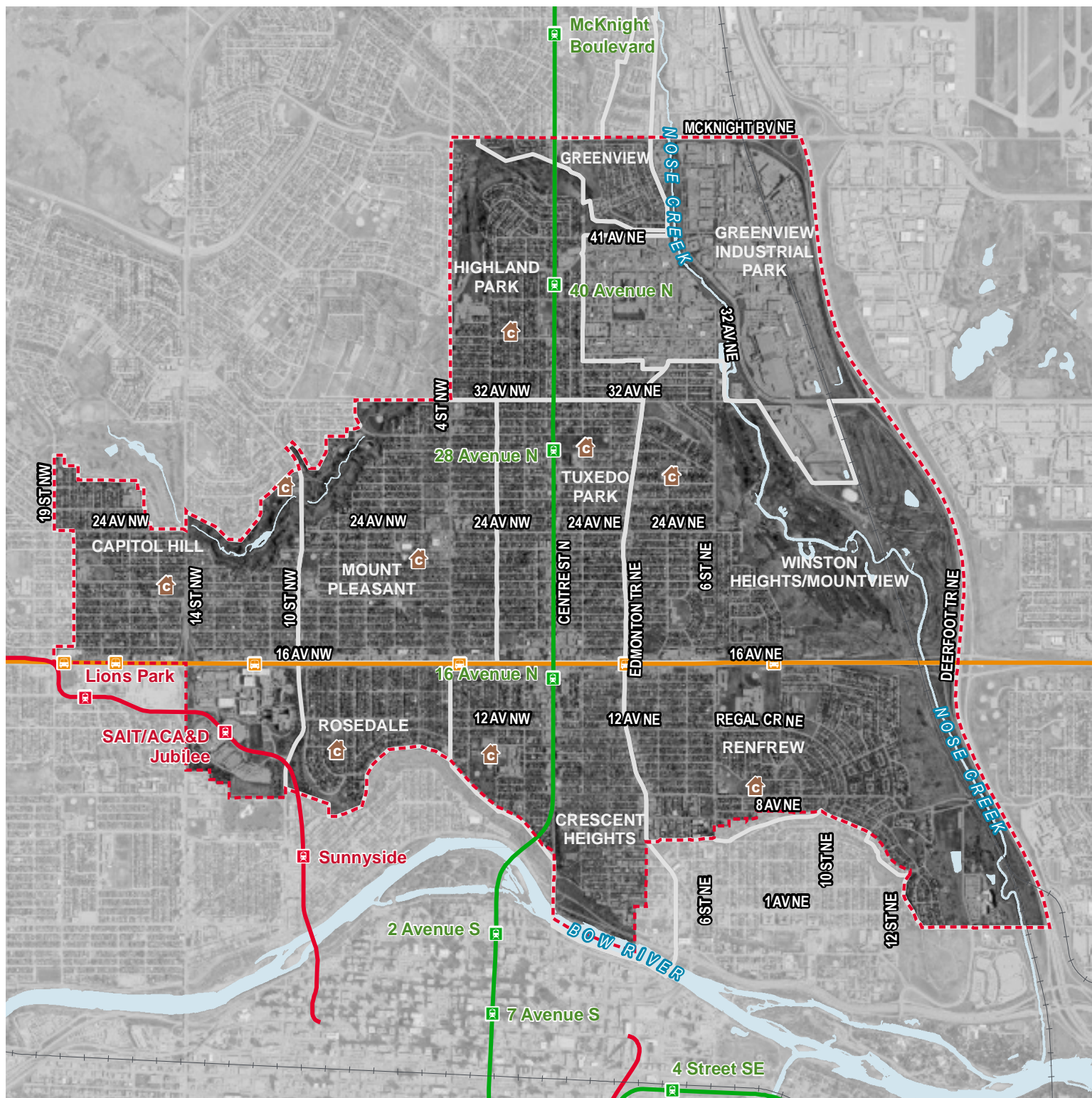
	Beautification of Centre Street N and Edmonton Trail NE	Centre Street N and Edmonton Trail NE
	Provide raised boulevard planters and public realm partnership improvements	Varies
	Create walking routes adjacent to 16 Avenue and improve connectivity	16 Avenue N
	Improve sidewalks and public realm on 16 Avenue N (do not wait for developers to build it)	16 Avenue N
	Explore opportunities for private entities to construct or finance boulevard improvements.	Varies
	4 Street and 26 Avenue NW power lines that are in front of retail could be relocated underground	Mount Pleasant / 4 Street NW
	Address inconsistency of 16 Avenue side walk materials, widths, etc. (including the timing of when these upgrades may occur)	16 Avenue N
	Provide pedestrian realm improvements on 16 Avenue N (slower traffic, on-street parking)	16 Avenue N
Improve pedestrian connections and complete missing links between Main Streets, station areas, activity centres, parks and natural areas	Improve the pathway connection at the north end of 1 Street NE	Highland Park
	Improve the pathway connections between Highland Park to Greenview	Highland Park / Greenview Industrial
	Provide pathway connections between Winston Heights and Nose Creek	Winston Heights / Nose Creek natural area
Explore opportunities for additional on-street parking along Main Streets	Add all-day street parking on Centre Street N	Centre Street N









	Add off-peak parking on 16th Avenue N	16 Avenue N
	Add all-day street parking on Edmonton Trail NE	Edmonton Trail NE
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	Repair 13 Street NE, 13A Street, Phair Avenue NE and St Georges Drive NE.	Renfrew
	Upgrade pedestrian and cyclist infrastructure on 2 Street NW	Tuxedo Park
	Provide better integration of cycling network and driving lanes; balance the interests of different road users (no reduced volume or winding driving lanes)	Varies
	Improve traffic calming around Renfrew Pool and Recreation Centre	Renfrew
	Improve connectivity across 16 Avenue N for pedestrians and cyclists	16 Avenue N
	Improve connections between Bridgeland and Renfrew	Renfrew
	Prioritize traffic calming in key areas	Varies
	Provide pedestrian connectivity improvements (North Hill, SAIT, Jubilee areas are good examples)	Varies
	Create pedestrian routes within the community and include better infrastructure and maintenance	Varies
Expand the cycle network across the plan area, provide improved connections and complete missing	Add a cycle track on Centre Street N	Centre Street N

links between Main Streets, station areas, activity centres, parks, and natural areas.	Improve pedestrian realm and bike lanes on 24 Avenue N	Varies
	Add bike connection to Confederation Park at 27 Avenue NW	Mount Pleasant / Confederation Park
	Extend bike lane on Edmonton Trail NE	Edmonton Trail NE
	Add 8 Avenue cycle track (from Centre Street to 19 Street east)	8 Avenue N
	Connecting missing pathways and bike trails from Edmonton Trail to Confederation Park	Varies
Connect and enhance the east-west cycle connections to destinations within the plan area and beyond such the University of Calgary and SAIT	Add bike lane to 20 Avenue N	20 Avenue N
	Create cycling infrastructure linking east to west to major institutions like the UofC	Varies
	Add bike lane to 19 Avenue NW	19 Avenue N
	Improve pedestrian realm and bike lanes on 24 Avenue N	24 Avenue N
Support and expand the tree canopy throughout the plan area	Include trees along 8 Avenue NE with cycling infrastructure improvements	8 Avenue N
	32 Avenue N, Centre Street N, and Edmonton Trail NE - trees need to be better pruned and cared for	Varies
	Add trees to 8 Avenue NE	8 Avenue N
	Provide tree replacement issues throughout the community	Varies
	Increase tree plantings along sidewalks throughout the community	Varies

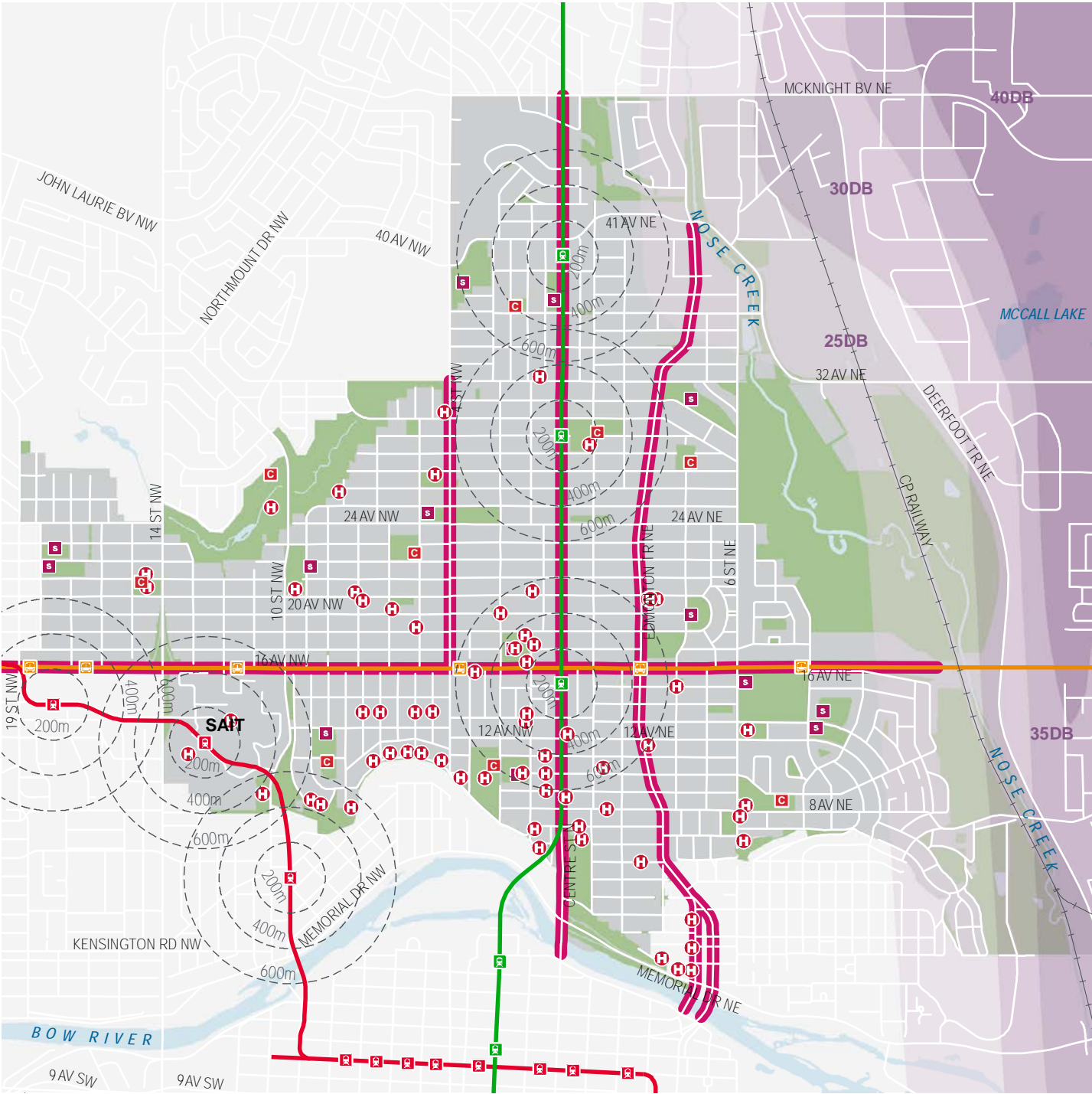
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Map 1: Context and Communities (DRAFT)



- | | | | |
|---|------------------------|---|------------------|
|  | Community Centre |  | Red Line LRT |
|  | Red Line LRT Station |  | Green Line LRT |
|  | Green Line LRT Station |  | MAX Orange Route |
|  | MAX Orange Stops |  | Plan Area |

Map 2: Community Characteristics & Attributes (DRAFT)



Open Space

Plan Area

Main Streets

Community Centre

School

Inventory of Evaluated Historic Resources

MAX Orange Stops

MAX Orange Route

Green Line LRT Station

Red Line LRT Station

Green Line LRT Alignment

Red Line LRT Alignment

TOD Buffer

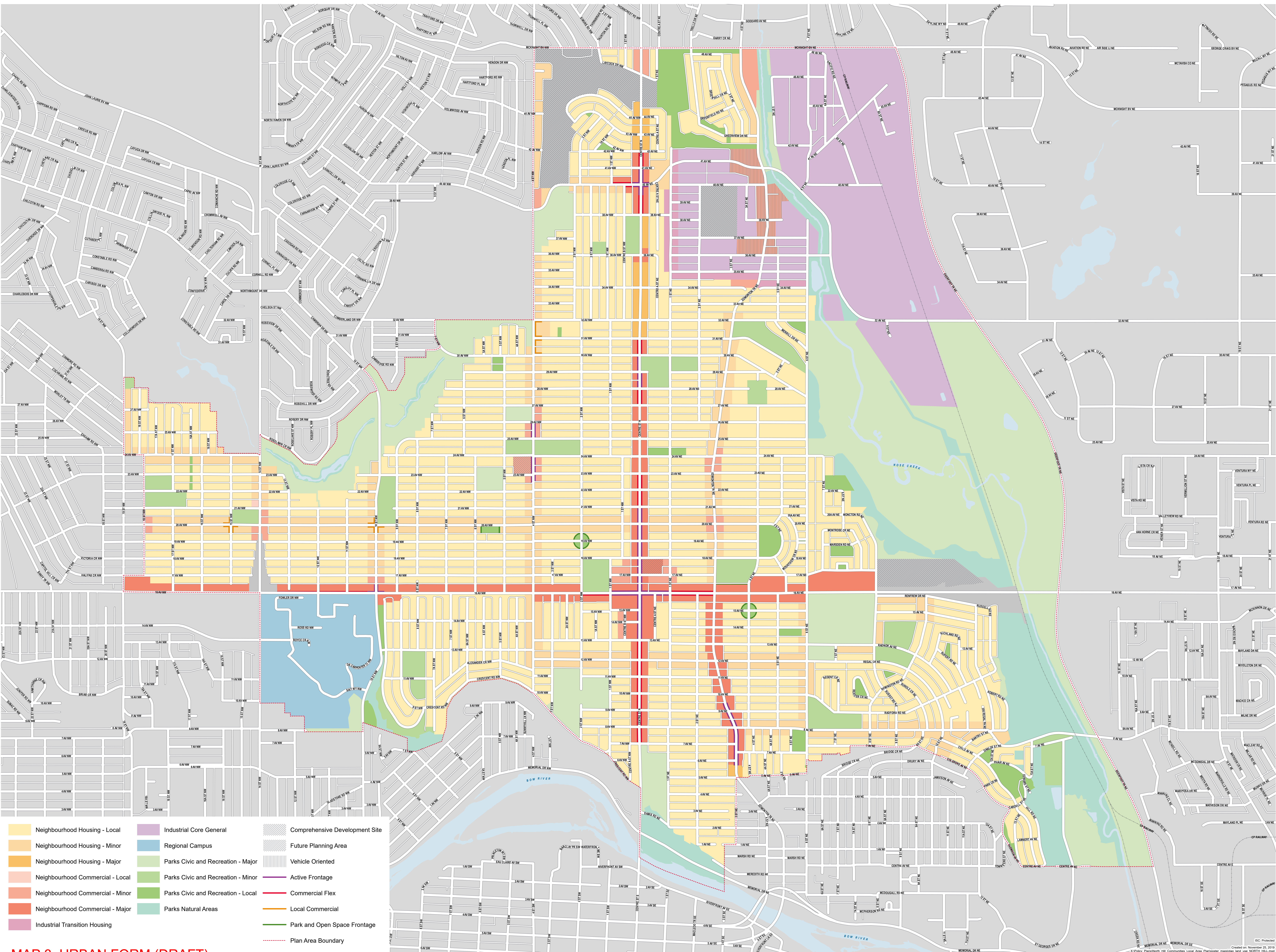
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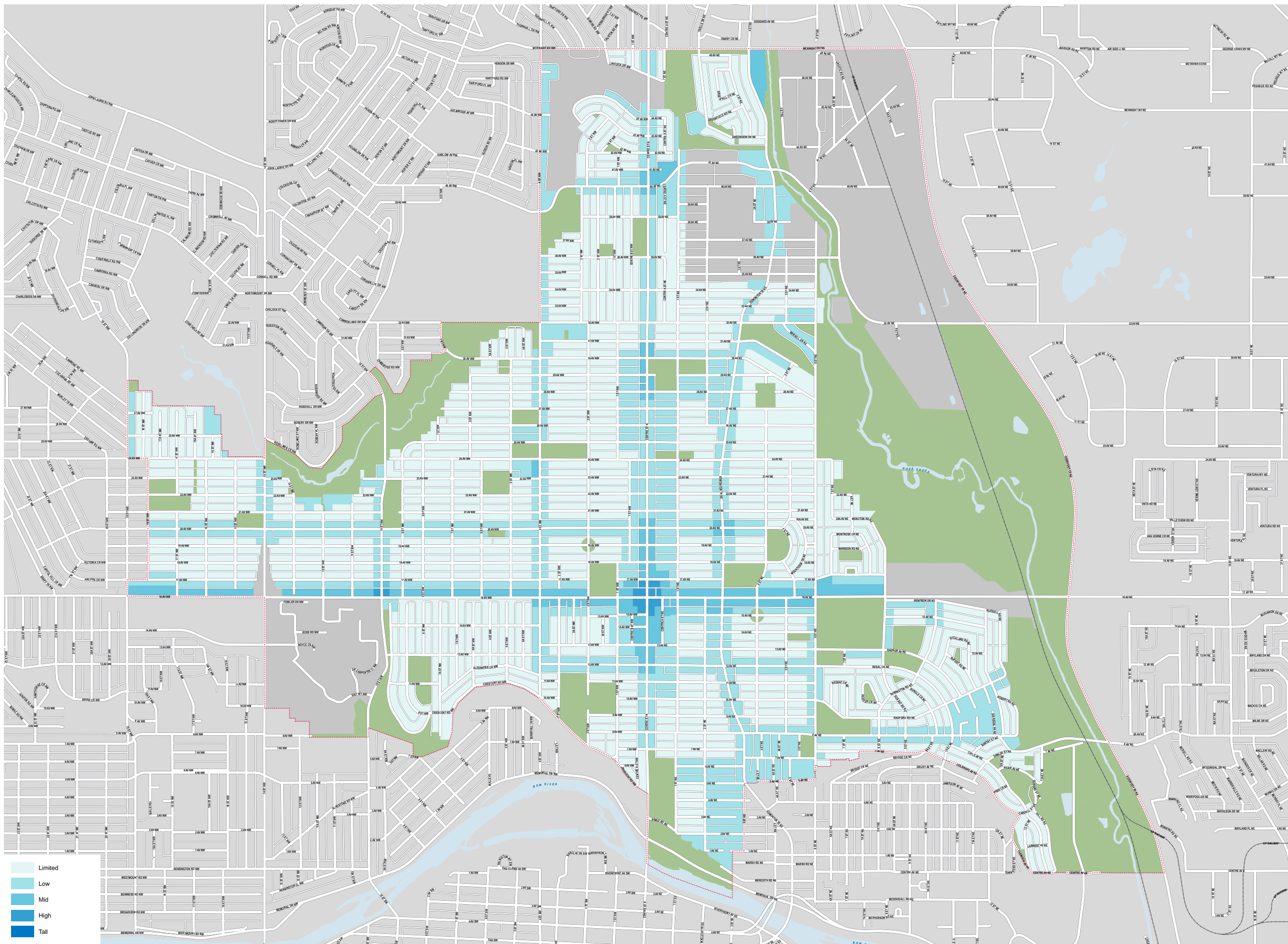
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MAP 3: URBAN FORM (DRAFT)



Map 4: Building Scale (DRAFT)