

North Hill Communities Local Area Plan CMRB Growth Plan Alignment Statement

The North Hill Communities Local Area Plan (LAP) provides a long-term specific vision for the North Hill Communities and articulates a broad strategy for accommodating growth and change. With guidance from Calgary’s Municipal Development Plan (MDP), the LAP, or Area Redevelopment Plan, provides community-specific policies related to land use planning and development. The LAP offers a future vision, objectives, and development policies for nine communities and an industrial area in the established area of Calgary.

<p>Interim Growth Plan Policies</p>	<p>City of Calgary Rationale</p>
<p>3.2 Region-Wide Policies</p>	
<p>3.2.1 Principles, Objectives, and Policies</p>	<p><i>Principle 1: Promote the Integration and Efficient Use of Regional Infrastructure</i></p> <p>The North Hill Communities Local Area Plan (LAP) aligns with the principles of the Interim Growth Plan (IGP) as it optimizes the use of infrastructure by accommodating growth in an established area of Calgary. The Vision of the LAP is to provide varied housing options focused around Main Streets, Activity Centres, civic facilities, parks and open spaces that are well integrated with local and city-wide mobility networks. The LAP sets out a land use framework that recommends higher building heights and greater intensity of use be focused to community nodes and activity centres, transit station areas, Main Streets, and higher activity streets.</p> <p>There are two IGP Mobility Corridors within the plan area. 16 Avenue N is a Level 1 Highway and Centre Street N is both an Existing and Planned Higher Order Transit Corridor as identified in Appendix B: Map B: Regional Corridors and Context Map. The LAP builds upon the policy direction of the MDP and acknowledges that 16 Avenue N and Centre Street have both local and regional significance. Objectives of the LAP include improving safety, connectivity and accessibility for all modes of transportation and improving transit inside and outside of the North Hill Communities.</p>

Further commentary on the policies supporting regionally significant corridors and infrastructure is provided below.

Principle 2: Protect Water Quality and Promote Water Conservation

The City recognizes its location within the regional watersheds and the decisions made in Calgary may have impacts on regional water quality. The MDP provides high level city-wide objectives and policies for water, watershed management, natural waterbodies, water conservation and efficiency, water security, and stormwater management. These policies seek to protect, conserve, and enhance water quality and quantity by creating a land use and transportation framework that protects the watershed.

The LAP builds upon the policies of MDP and provides specific direction for waterways within the plan area. One of the Core Ideas that shaped the policies within the LAP is to recognize and enhance the civic facilities, parks and open spaces, watershed and natural systems, including Nose Creek, escarpments and the urban forest. The LAP outlines policies for Nose Creek and adjacent natural areas – Section 2.2.4.1 Natural Areas. These policies focus on water and the ecological functions and benefits from improving water quality to supporting biodiversity.

No new development is planned in the floodway. There is a small floodway adjacent to Nose Creek. Nose Creek and adjacent floodway are identified as Natural Area on Map 3: Urban Form. Policy 2.4.1.2(b) requires buildings within the 1:100 Flood Inundation Area, to be designed in accordance with Flood Fringe Policies of the Municipal Development Plan.

Principle 3: Encourage Efficient Growth and Strong and Sustainable Communities

The LAP sets out a vision (Section 1.2) for growth and change for nine established area communities and an industrial area in Calgary. By creating opportunities for additional development intensity in a developed area, the LAP encourages the efficient use of land both locally and regionally. This vision aligns with the objectives of the MDP which prioritizes population growth and sets density goals for the developed area.

The proposed intensification considers the existing local scale and context and focuses additional intensity to areas that are well serviced by transit and community services and facilities. Many of these areas are areas where medium and higher intensity uses are

	<p>already occurring – such as the intersection of 16 Avenue N and Centre.</p> <p>This area has an existing grid multi-modal transportation network which ensures efficient and effective movement of people and goods. The Plan area is currently well serviced by transit including Calgary’s Bus Rapid Transit (BRT) network. The plan area also includes the future northern alignment (Section 2.5.2) of Calgary’s Green Line Light Rail (LRT) Transit which will bring LRT service to the area.</p>
<p>3.2.2 Demonstrate collaboration to coordinate with other member municipalities</p>	<p>The Plan area does not directly border any other member municipality and is not within 1.6 km of a neighbouring municipal boundary. In compliance with IGP policy 3.2.2, The City of Calgary did not circulate the proposed plan to other member municipalities.</p> <p>On 2021 June 21, Calgary City Council gave the policy First Reading, with amendments, and withheld second and third readings until the LAP, as amended, has been accepted by the Calgary Metropolitan Region Board.</p>
<p>3.2.3 Water, wetlands and stormwater</p>	<p>There are multiple sections of the LAP that include direction for the implementation of sustainable, resilient and efficient stormwater management systems. Section 2.4 General Policies provides stormwater management direction for Site Design (2.4.1.1), Building Design (2.4.1.2), and Landscape Design (2.4.1.4). These policies encourage natural stormwater retention, incorporation of green infrastructure, and water consumption reduction. Watershed features such as the existing topography, natural drainage channels and springs, floodplains, riparian areas, and groundwater flow patterns will all be taken into account when design and developing the stormwater infrastructure system in the area.</p> <p>The LAP addresses the two regional mobility corridors that are located within the plan area. 16 Avenue N is identified as a Level 1 Highway on Map B: Regional Corridors and Context. The LAP seeks to optimize 16 Avenue N by proposing a built form and land-use pattern that accommodates a greater diversity of uses and higher levels of pedestrian activity to support transit investments in the area. Specific policies can be found in section 2.5.1.1 Urban Main Streets.</p> <p>Centre Street N is both an existing and planned future higher order Transit Corridor. Primary bus transit service is currently offered and the future Green Line Light Rail Transit (LRT) line will run on this</p>

	<p>street. As identified in Section 2.5, Centre Street N is situated in the heart of the North Hill communities and provides services, amenities, and high-frequency transit to area residents and beyond. The LAP envisions the Green Line LRT station areas (2.5.2 Transit Station Areas) as gateways to the North Hill Communities, with a mix of commercial, office, and residential uses as well as a high-quality public realm.</p> <p>There are no Transmission Corridors in the LAP area.</p>
<p>3.3 Flood Prone Areas</p>	
<p>3.3.1 Development in the floodways</p>	<p>Small and isolated portions around Nose Creek are within the floodway and are identified as Natural Areas on Map 3: Urban Form. No new development is planned in the floodway.</p>
<p>3.3.2 Flood protection in flood fringe areas</p>	<p>Policy 2.4.1.2(b) requires buildings within the 1:100 Flood Inundation Area, to be designed in accordance with Flood Fringe Policies of the Municipal Development Plan. The MDP policies require flood protection measures for development and for buildings to be designed in a way to prevent damage to the building and prevent an incremental increase of upstream river water levels. This policy is in addition to the Floodway, Flood Fringe and Overland Flow rules of the City of Calgary Land Use Bylaw 1P2007.</p>
<p>3.4.2 Expansion of Settlement Areas</p>	
<p>3.4.1.1 Intensification and Infill Development Policies</p>	<p>The Plan provides policy guidance for nine inner-city and established communities, Greenview Industrial, and the Southern Alberta Institute of Technology in Calgary. The Plan aims to provide the opportunity for increased population and employment density within the Plan area, better utilize existing infrastructure and services, and create strong and sustainable communities.</p> <p>As represented on Map 3: Urban Form and Map 4: Building Scale, the Plan will help enable more efficient use of land where higher density development is envisioned along the area's four Main Street corridors, transit station areas around the planned Greenline LRT, and activity centres including along 20 Avenue NW and the</p>

	<p>Southern Alberta Institute of Technology (SAIT). The Plan allows for a mix of residential and commercial uses particularly in these focus areas and provides for a greater mix of housing forms and options throughout the Plan area.</p>
3.4.5 Employment Areas	
3.4.5.1 Employment areas	<p>The Plan builds upon and supports existing employment areas including Greenview Industrial, the area’s four Main Streets, three neighbourhood activity centres along 20 Avenue NW, and SAIT. Specific policies for these areas are provided in Section 2.5.1 Main Streets, Section 2.5.2 Transit Station Areas, Section 2.5.2 Activity Centres, and Section 2.5.4 Greenview Industrial. These policies along with the future growth concept shown on Map 3: Urban Form and Map 4: Building Scale, will ensure more efficient and cost-effective use of existing infrastructure as well as planned infrastructure such as the Green Line LRT.</p>
3.4.5.2 Connections to transit stations and corridors	<p>The Plan supports improved mobility connections, including Bus Rapid Transit (BRT) and Light Rail Transit (LRT) both within the Plan area and to areas beyond. Specifically, the Plan supports existing BRT along 16 Avenue N (Max Orange BRT Line) as well as providing comprehensive planning policies for the planned Green Line LRT on the Centre Street N corridor. Existing and planned transit is supported by policies in Section 2.5.2 Transit Station Areas, Section 2.7.3 Transit and Section 3.2.3 Connecting the City.</p>
3.5 Regional Corridors	
3.5.1.1 Mobility Corridors	<p>The Plan area has three regionally significant mobility corridors within it. These include Deerfoot Trail NE, which frames the Plan area’s east boundary, and 16 Avenue N and Centre Street N which bisect the Plan area east-west and north-south respectively. Deerfoot Trail NE and 16 Avenue N are identified as Level 1 Highways on Schedule 3 of the IGP. Schedule 4 of the IGP identifies Centre Street N as both an Existing Higher Order Transit (HOT) Corridor and a Planned HOT Corridor. Schedule 4 of the IGP</p>

	<p>identifies 16 Avenue N as a Private Intermunicipal Transit Corridor and Deerfoot Trail NE as a Public Intermunicipal Transit Corridor.</p> <p>The Plan meets the requirements of Policy 3.5.1.1. Specifically, the mobility corridors are identified on the Plan maps including Map B: Regional Corridors and Context and the proposed land uses optimize the use of these corridors and transit opportunities.</p> <p>In addition, and in keeping with the City’s Municipal Development Plan, the Plan identifies 16 Avenue N and Centre Street N as Urban Main Streets and provides the appropriate policies for land use, built form and density around these corridors that recognize and support their role as a regional significant mobility corridors. These are represented on Map 3: Urban Form and Map 4: Building Scale which are supported by policies in Section 2.2 Urban Form Categories, Section 2.3 Scale Modifiers, Section 2.4 General Policies, Section 2.5.1 Main Streets, Section 2.7 Mobility, and Section 3.2.3 Connecting the City.</p> <p>Section 2.7 Mobility and Section 3.2.3.c Mobility Studies and Policy Updates specifically provide policy guidance to mitigate potential adverse impacts on regionally significant mobility corridors within the Plan area.</p>
<p>3.5.2.1 Transmission Corridors</p>	<p>The Plan area does not include any transmission corridor rights-of-way or related infrastructure as identified on Schedules 5 and 6 of the IGP.</p>