

Proposed Amendment to the North Hill Communities Local Area Plan

The North Hill Communities Local Area Plan attached to and forming part of Bylaw 18P2020 is hereby amended as follows:

- (a) In Land Acknowledgement, delete the text in its entirety and replace with the following:

“The Plan acknowledges that we are gathered on the traditional territories of the people of the Nations that were signatories to Treaty 7. These Nations in Southern Alberta are: the Siksika, Piikani, and Kainai First Nations, who, altogether, form the Siksikaitsitapi (Blackfoot Confederacy); the Tsuut’ina First Nation; and the Chiniki, Bearspaw, and Wesley First Nations, who, altogether form the Îethka Nakoda (Stoney Nakoda) First Nations. The City of Calgary is also homeland to the historic Northwest Métis, the Métis Nation of Alberta, Region 3 and other Indigenous peoples. The Plan acknowledges all urban Indigenous Calgaryans who have made Calgary their home.

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

- (b) In Section 1.3 Community Context, delete the text under the sub-heading entitled ‘History’ and replace with the following:

“Indigenous Foundations

Calgary is located within the traditional territories of the people of the Nations that were signatories to Treaty 7. These Nations in Southern Alberta are: the Siksika, Piikani, and Kainai First Nations, who, altogether, form the Siksikaitsitapi (Blackfoot Confederacy); the Tsuut’ina First Nation; and the Chiniki, Bearspaw, and Wesley First Nations, who, altogether form the Îethka Nakoda (Stoney Nakoda) First Nations. The City of Calgary is also homeland to the historic Northwest Métis, the Métis Nation of Alberta, Region 3 and other Indigenous peoples.

For more than 11,000 years, the confluence of the Bow and Elbow rivers has been important for Indigenous peoples. Here, Indigenous peoples have lived, loved, raised families, travelled and traded since time immemorial. With its sheltering river flats, plentiful wood and water and warm Chinook winds in the winter, the Calgary area was a

preferred seasonal campsite. The rivers, and the sheltered areas along them, not only served as resting points and camp sites but also formed part of the broader transportation network that Indigenous communities used to travel along seasonally between the mountains and the plains, and later, as territories were disrupted and access restricted, reserves and the Stampede. Some Indigenous communities used the Bow River to float timbers downstream.

The escarpment overlooking these rivers, the North Hill, is also located along an ancient north-south corridor known as the Old North Trail. High points like the bluffs along the North Hill would have been used as lookouts for buffalo herds, piskuns (buffalo pounds and buffalo jumps) as well as by the police societies to survey their territory for visiting and enemy tribes. High points were also used as places for vision questing and mourning. Traditionally clan and warrior chiefs were placed on tree scaffolding to bring them closer to celestial bodies and the source of life. Although these traditions leave little archaeological evidence, it is likely that the bluffs were places where local bands honoured their leaders and clan members that had passed on to the next life.

Nineteenth Century – from Homestead to a Transit Corridor

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

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

The North Hill Communities area was also a transit corridor. In the manner of the Old North Trail, the Calgary-Edmonton Trail became Calgary's lifeline to the north. In 1873, Reverend John McDougall cut a new path between Edmonton and his Methodist mission at Morley. The new trail was extended to Calgary in 1875 and its route was surveyed and finalized in 1886. It became known as Edmonton Trail to those travelling north and as Calgary Trail to those travelling south. Before the original wood-truss bridge was completed in 1890 at what is now the site of the Reconciliation Bridge, travellers forded the Bow River or crossed by ferry.

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

Early Twentieth Century – pre-First World War subdivisions

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

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

The 1910 annexation involved a massive area that included the Village of Crescent Heights and the balance of the North Hill Communities area. The Calgary Municipal Railway, which had been inaugurated in 1909, was a key factor that accelerated and shaped early growth. Homebuilders gravitated toward areas close to streetcar routes and streetcars made commercial uses feasible beyond the city centre. Early subdivisions clustered around the streetcar lines and shared similar features including grid street networks fronted with boulevard trees and landscaped yards.

Besides Capitol Hill and Crescent Heights, pre-First World War subdivisions included Mountview, Rosedale and Tuxedo Park, as well as the former subdivisions of Balmoral (which now lies within Tuxedo Park), Beaumont and Regal Terrace (now part of Renfrew), the original Mount Pleasant (now part of Crescent Heights), North Balmoral (now Highland Park), Highbury (divided between Capitol Hill, Mount Pleasant and Rosemont), Pleasant Heights (divided between Capitol Hill and Mount Pleasant) and Ree Heights (divided between Greenview Industrial, Highland Park and Winston Heights/Mountview). Some were developed while others remained lightly settled or speculative.

The city's pre-First World War boom ended in 1913 and Calgary grew modestly in the decades that followed. Its built area contracted in the 1920s through a City program that subsidized the cost of house-moving and encouraged property owners in outlying areas to swap their land for inner-city lots. After the Second World War, Calgary experienced significant urban growth supported by returning veterans, European immigration, government incentives and the late-1940s oil boom. This resulted in new residential development both in established neighbourhoods and new subdivisions such as Winston Heights and Thorncliffe-Greenview.

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 Greenview Industrial. 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.

Crescent Heights

Like Bowness, Forest Lawn, Mission and Montgomery, Crescent Heights is one of Calgary's few neighbourhoods that was once an independent municipality. It remains a diverse inner-city neighbourhood bisected by the Centre Street commercial district and bounded to the north by 16 Avenue. Nearly two dozen sites on The City's Heritage Inventory of Evaluated Historic Resources (Inventory) are located in Crescent Heights, including Crescent Heights Senior High School, a Collegiate Gothic landmark built in 1928 and several tree-lined boulevards that reflect the influence of the City Beautiful Movement. The Crescent Heights Community Association was organized in 1947 and revived in 1974 after a period of inactivity.

Tuxedo Park

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

The southern half of the present district began as Balmoral, which included in its design one of only two known historic circuses in Calgary; the other was in Beaumont, which now lies within Renfrew. An element of the City Beautiful Movement, a circus is an intersection with four separate quadrants that join together to make up a landscaped circle. While the Beaumont Circus served primarily as a traffic circle until 1945, it, along with the Balmoral Circus, provided manicured landscaped spaces within these two early neighbourhoods. Historic buildings in the neighbourhood include the Unitarian Church of

Calgary (built as Crescent Heights Methodist in 1908, when this was part of the Village of Crescent Heights), a set of worker cottages on 20 Avenue NW and Balmoral School, an Edwardian Classical landmark built of sandstone in 1914.

Capitol Hill

Capitol Hill comprises the original subdivision by that name (located west of 14 Street, subdivided in 1910) and part of Pleasant Heights (east of 14 Street, subdivided in 1907). Some development took place in the 1920s, but it took until the 1950s for intensive residential development to occur. Capitol Hill Cottage School, built in 1912, is a neighbourhood landmark. Development of Capitol Hill Park began in 1932 and the sprawling Confederation Park opened in 1967. The Capitol Hill Community Association was established in 1948.

Mount Pleasant

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

Renfrew

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

After the Second World War, the Canada Mortgage and Housing Corporation (CMHC) redeveloped the old airport's grass-covered runways with post-war housing for returned veterans and their families. The new Renfrew neighbourhood incorporated curvilinear streets as well as small parks, taking inspiration from the neighbourhood unit planning concept developed in New York by Clarence Perry in the 1920s. Further subdivisions in the 1950s in Renfrew added to the CMHC plan.

Highland Park

Present-day Highland Park comprises the former subdivisions of North Balmoral, which was subdivided in 1908 and Ree Heights, which was subdivided in 1910. Some homes were constructed as early as 1910, but the neighbourhood remained largely

undeveloped until after the Second World War. However, a group of prewar houses, built elsewhere and later relocated, stand along 34 Avenue between 1 and 2 Streets NE. The Highland Park Community Association was established in 1946. James Fowler High School opened in Highland Park in 1963.

Rosedale

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

Winston Heights-Mountview

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

Winston Heights was developed adjacent to Mountview after the Second World War. The area between 25 Avenue and 30 Avenue NE eastward from Edmonton Trail was subdivided and the first of 60 homes built under the new Veterans' Land Act were completed by 1946. The Winston Heights Community Association was organized that year and it became the Winston Heights-Mountview Community Association by 1963.

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

Thornccliffe-Greenview

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

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

Greenview Industrial

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

Evolution of the Main Streets

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

Edmonton Trail NE

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

Centre Street N

South of the Bow River, Centre Street N was originally aligned with the CPR station in a typical CPR townsite pattern. The City's purchase of the private Centre Street Bridge in 1912 and construction of the present bridge in 1916–17 projected the street's Main Street function, including mixed-use residential and commercial development, north of the Bow River. Streetcar service extended across the bridge to 4 Avenue N in 1917, to

20 Avenue N in 1919 and, ultimately, to 32 Avenue N. Trolley coaches replaced streetcars in 1947, initially to 36 Avenue N and, in 1957, to Northmount Drive.

16 Avenue N

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

4 Street NW

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

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

- (c) In Section 1.3 Community Context, delete the first paragraph under the sub-heading entitled ‘Community Characteristics and Attributes’ and replace with the following:

“This section highlights characteristics and attributes for the North Hill Communities that were considered as part of the development of this Plan. The characteristics and attributes should be considered throughout all subsequent phases of planning and development.

These characteristics and attributes are generally described below for all the North Hill Communities and key attributes for individual communities are shown on Map 2: Community Characteristics and Attributes.”

- (d) Delete the existing Map 2 entitled ‘Community Characteristics and Attributes’ and replace it with the revised Map 2 entitled ‘Community Characteristics and Attributes’ as shown in Schedule “A”.
- (e) In Section 2.6.2 Heritage Guideline Areas, delete the text in its entirety and replace with the following:

“Introduction

To celebrate the history of the North Hill Communities as some of Calgary’s earliest neighbourhoods and respect the area’s heritage, **Heritage Guideline Areas** have been identified for areas that have concentrated groups of **heritage assets**. **Heritage assets** are privately owned buildings, typically constructed prior to 1945, that significantly retain their original form, scale, massing, window/door pattern, and architectural details or materials. Portions of the North Hill Communities have concentrations of **heritage assets**, as identified on Map 5. These guidelines apply to block faces where more than 25% of the buildings have been identified as **heritage assets**. Buildings that qualify as **heritage assets** may be on the **Inventory of Evaluated Historic Resources** but are not required to be.

The **Heritage Guideline Areas** are named after the historic neighbourhoods that formed the urban beginnings of the individual communities that now comprise the North Hill Communities. While the names of some of these historic neighbourhoods are still reflected in many of the current communities, the exact location of these early neighbourhoods often differ from the current boundaries. Nonetheless, this historic nature of these communities help define the character for residents and visitors. The **Heritage Guideline Areas** include the historic subdivisions of:

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

The Plan applies locally-specific guidelines to the identified **Heritage Guideline Areas**. These guidelines are informed by the historic building forms and elements of **heritage assets** in the area with the intent of ensuring that new development fits into the historic fabric and context. The guidelines are not meant to limit new development, but rather to ensure that new buildings in the **Heritage Guideline Areas** are designed to complement the historic form within the guideline areas. The guidelines are intended to apply primarily to new residential and mixed-use buildings in the guideline areas.

The guidelines will be applied through the development permit process, in addition to the other policies in this Plan, to ensure new development responds to and contextually fits with existing **heritage assets**. In applying the guidelines, consideration should be given to the immediate context, including **heritage assets** and **Municipal Historic Resources**. There are many design approaches that can be taken to meet the guidelines and the guidelines aren’t intended to directly recreate historic architectural

styles for new development. In other words, contemporary designs are appropriate provided they incorporate design elements that allow them to contribute to and enhance the historic character of the **Heritage Guideline Areas**.

Guidelines

General

1. Land use redesignations that would allow for a development with permitted use dwelling units should not be supported in the **Heritage Guideline Areas**.
2. Development should draw design reference from nearby **heritage assets** within the applicable **Heritage Guideline Area**.

Site and Landscape Design

3. Notwithstanding the minimum *Land Use Bylaw* setback, front yard setbacks should be informed by the existing **heritage assets** on the block.
4. Development should provide well-defined and direct pathway connections from front doors to the sidewalk and public realm.
5. Where a public boulevard with canopy trees is not present, landscaping should include at least one deciduous tree in the front setback area or within the boulevard, where feasible, that will contribute to a mature tree canopy.

Roofs and Massing

6. Roof styles should be informed by and complement the **heritage assets** in the area.
7. Flat roofs are strongly discouraged where visible from the street.
8. The primary roofline visible from the street should have a minimum pitch of 6:12.
9. Where new development is larger than nearby **heritage assets**, the visual impact of upper storeys of buildings should be reduced by employing design measures such as:
 - a. The use of compound roofs (e.g., cross-gabled) to hide the upper storey;
 - b. Shifting massing away from smaller-scale buildings; or,
 - c. Reduced building massing on upper storeys.
10. Developments with more than one unit should have distinct rooflines that accentuate individual units.
11. Buildings with a front façade width exceeding 12 metres or a height exceeding two storeys are encouraged to mitigate their visual impact through variations in:

- a. massing;
- b. rooflines; or,
- c. materials.

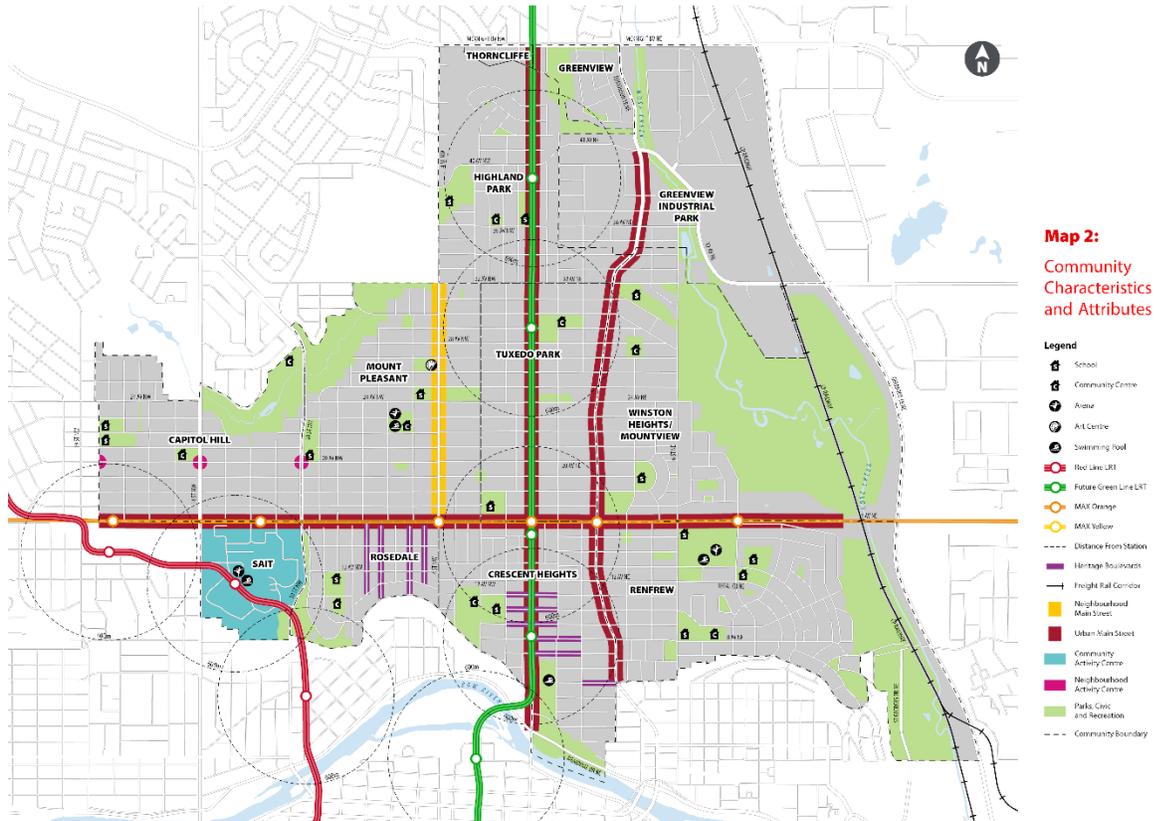
Front Facades

12. Development should provide a front projection on the main floor that may be covered or enclosed and that comprises at least a third of the width of the front main floor façade for each unit visible from the street. This front projection could include elements such as:
 - a. porches;
 - b. patios;
 - c. verandas; or,
 - d. sunrooms.
13. Front facades should reference the vertical and horizontal pattern of the streetscape, specifically existing **heritage assets** on the block.

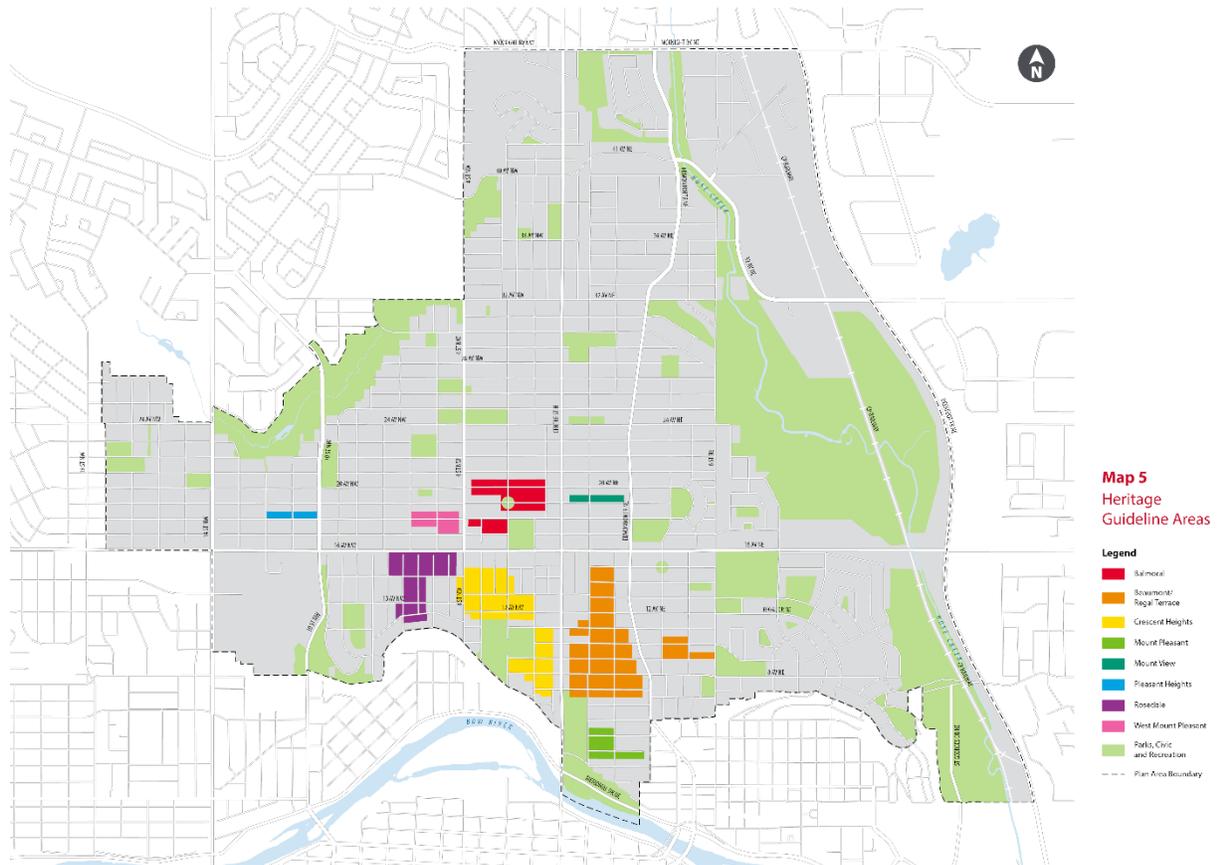
Windows, Materials and Details

14. Large uninterrupted floor-to-ceiling windows are discouraged.
 15. Horizontal window openings are encouraged to be divided into groupings of smaller vertically oriented windows.
 16. Windows are encouraged to include wide casings or frames.
 17. The use of natural or natural-looking building materials is encouraged.
 18. Where multiple building materials are used, heavier-looking materials (e.g., masonry or masonry veneer) should be used on the base of the building.”
- (f) Delete the existing Map 5 entitled ‘Heritage Guideline Areas’ and replace it with the revised Map 5 entitled ‘Heritage Guideline Areas’ as shown in Schedule “B”.
- (g) Insert the images shown in Schedule “C” into Section 2.6.2 Heritage Guideline Areas.

SCHEDULE A



SCHEDULE B



SCHEDULE C



Image: Example of front setback and tree plantings.



Image: Example of front facades and roofs and massing.



Vertical style windows



Natural materials



Heavier materials at base of building

Image: Example of windows, materials and details.