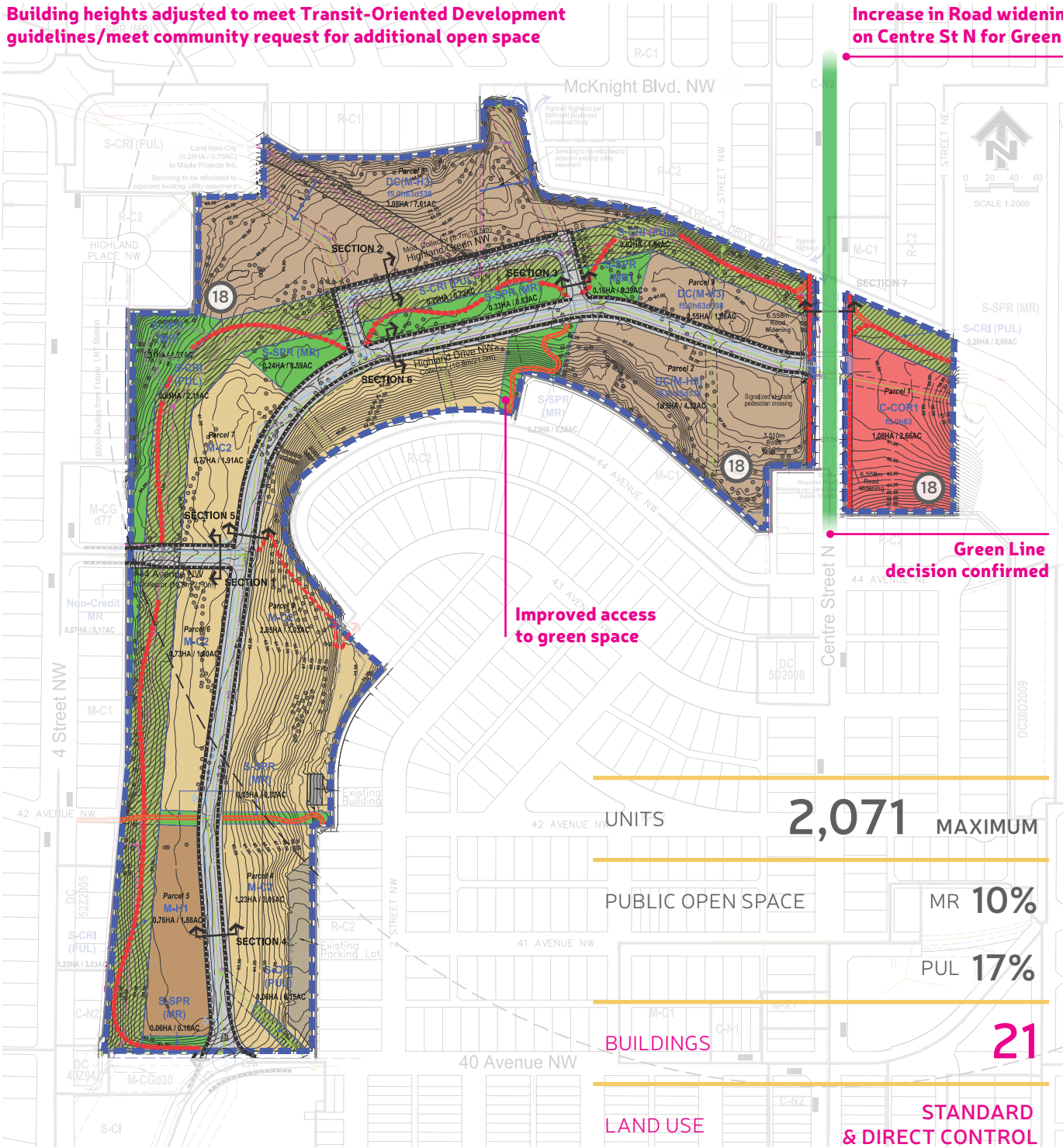


UNITS	2,071 MAXIMUM
PUBLIC OPEN SPACE	MR 10%
	PUL 17%
BUILDINGS	26
LAND USE	STANDARD
STORMWATER SERVICING	STANDARD

Building heights adjusted to meet Transit-Oriented Development guidelines/meet community request for additional open space

Increase in Road widening on Centre St N for Green Line



Improved access to green space

Green Line decision confirmed

UNITS **2,071** MAXIMUM

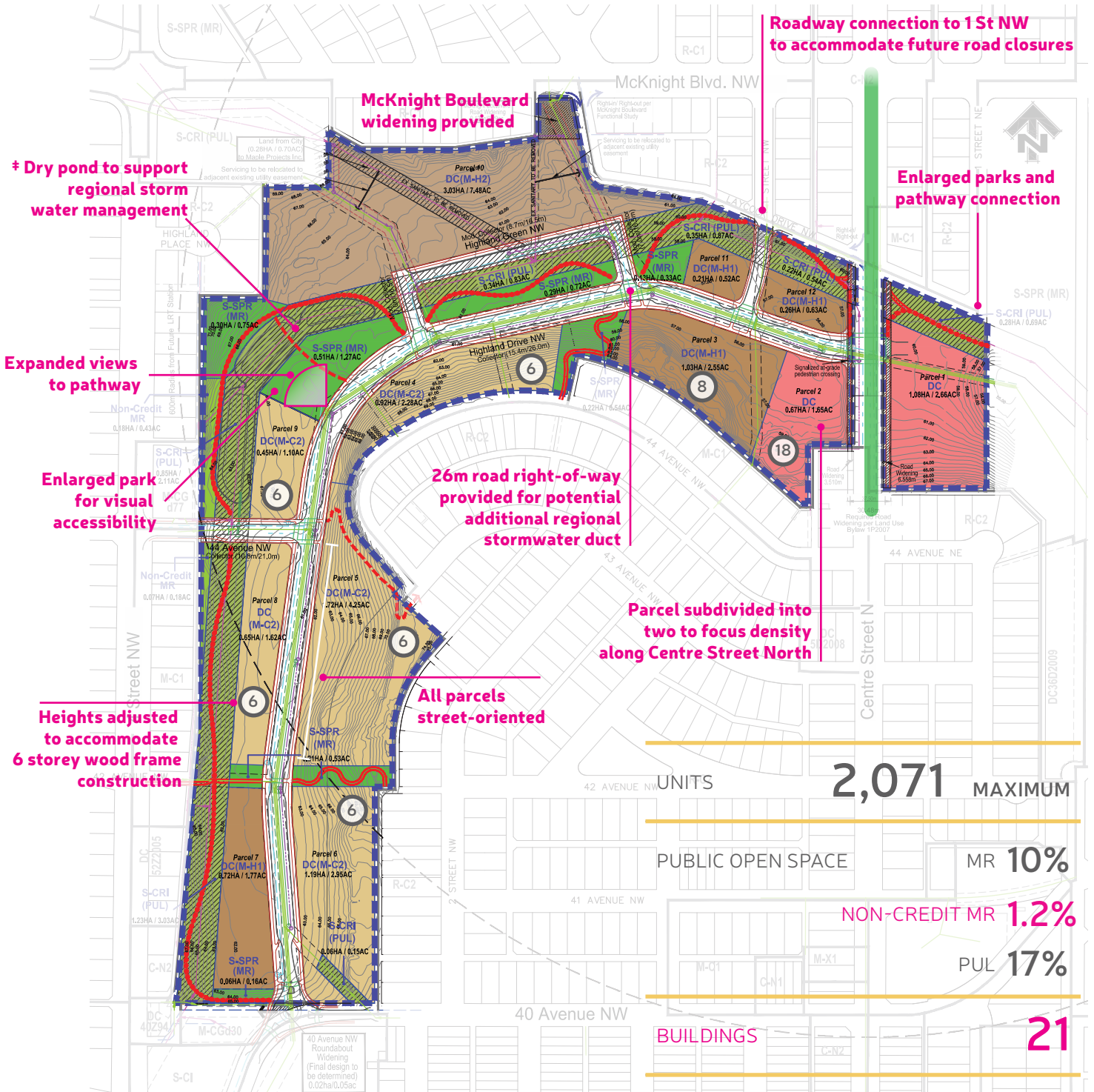
PUBLIC OPEN SPACE MR **10%**

PUL **17%**

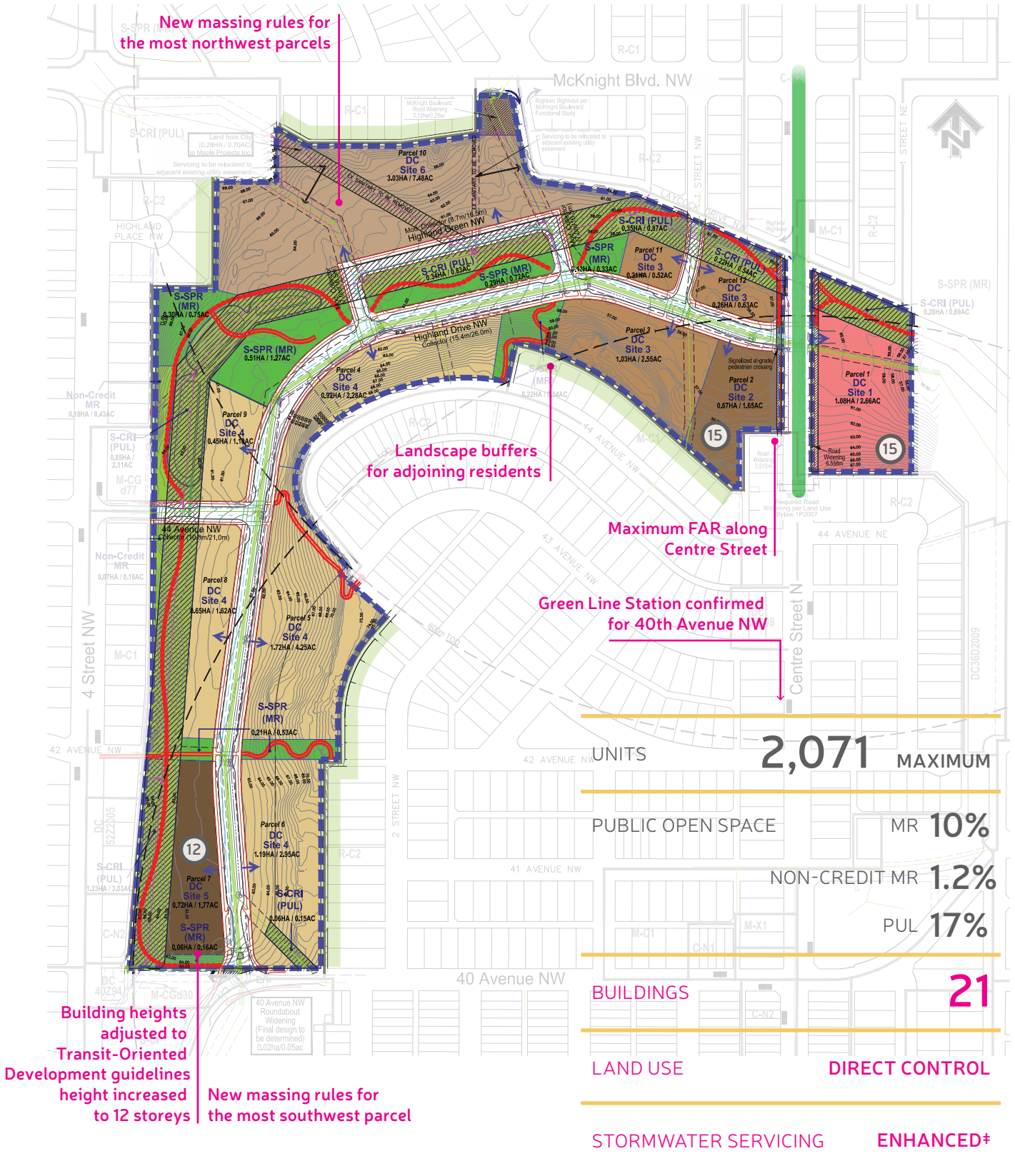
BUILDINGS **21**

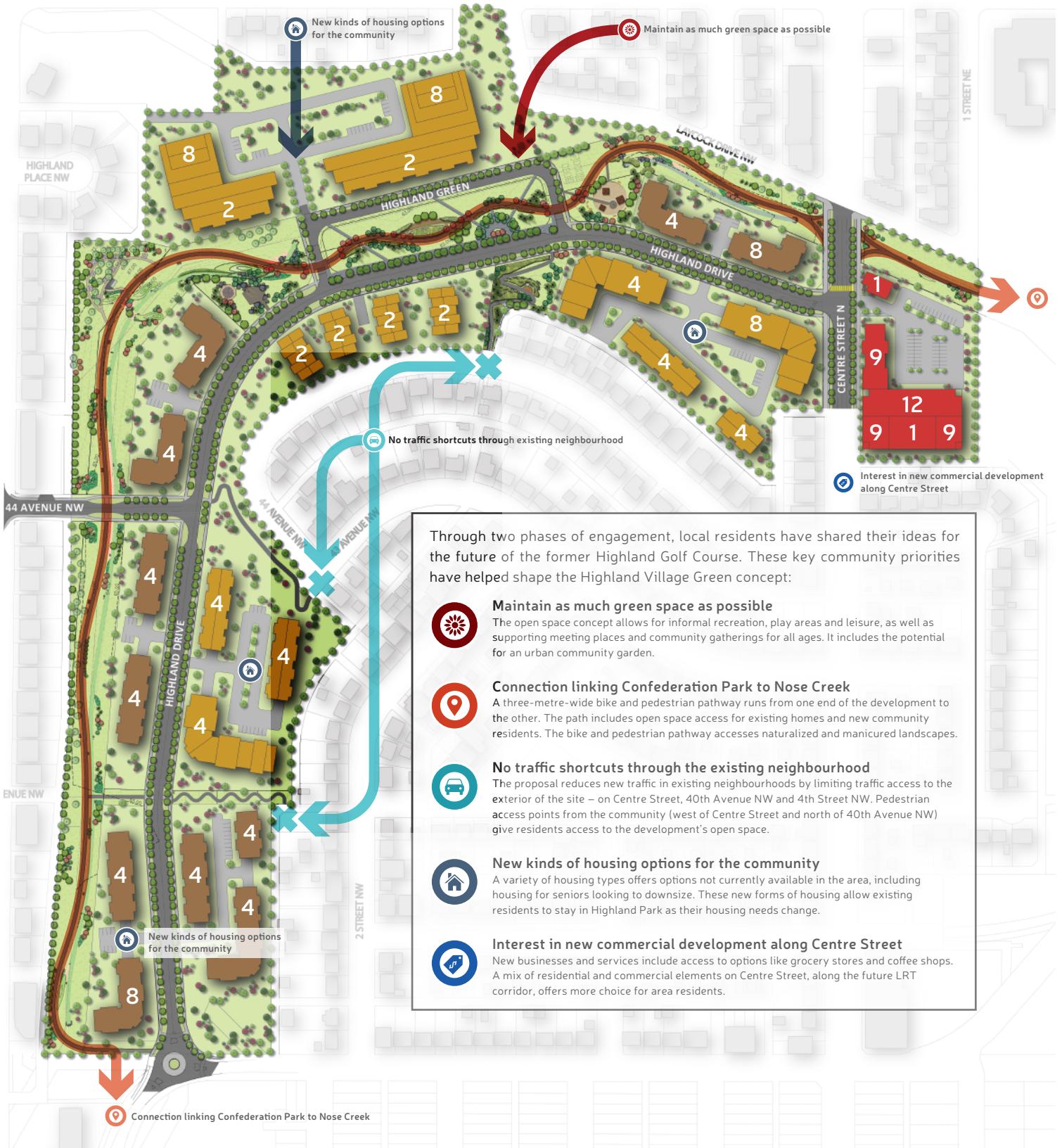
LAND USE **STANDARD & DIRECT CONTROL**

STORMWATER SERVICING **STANDARD**



UNITS	2,071 MAXIMUM
PUBLIC OPEN SPACE	MR 10%
	NON-CREDIT MR 1.2%
	PUL 17%
BUILDINGS	21
LAND USE	DIRECT CONTROL WITH DESIGN GUIDELINES
STORMWATER SERVICING	ENHANCED[‡]





Through two phases of engagement, local residents have shared their ideas for the future of the former Highland Golf Course. These key community priorities have helped shape the Highland Village Green concept:



Maintain as much green space as possible

The open space concept allows for informal recreation, play areas and leisure, as well as supporting meeting places and community gatherings for all ages. It includes the potential for an urban community garden.



Connection linking Confederation Park to Nose Creek

A three-metre-wide bike and pedestrian pathway runs from one end of the development to the other. The path includes open space access for existing homes and new community residents. The bike and pedestrian pathway accesses naturalized and manicured landscapes.



No traffic shortcuts through the existing neighbourhood

The proposal reduces new traffic in existing neighbourhoods by limiting traffic access to the exterior of the site – on Centre Street, 40th Avenue NW and 4th Street NW. Pedestrian access points from the community (west of Centre Street and north of 40th Avenue NW) give residents access to the development's open space.



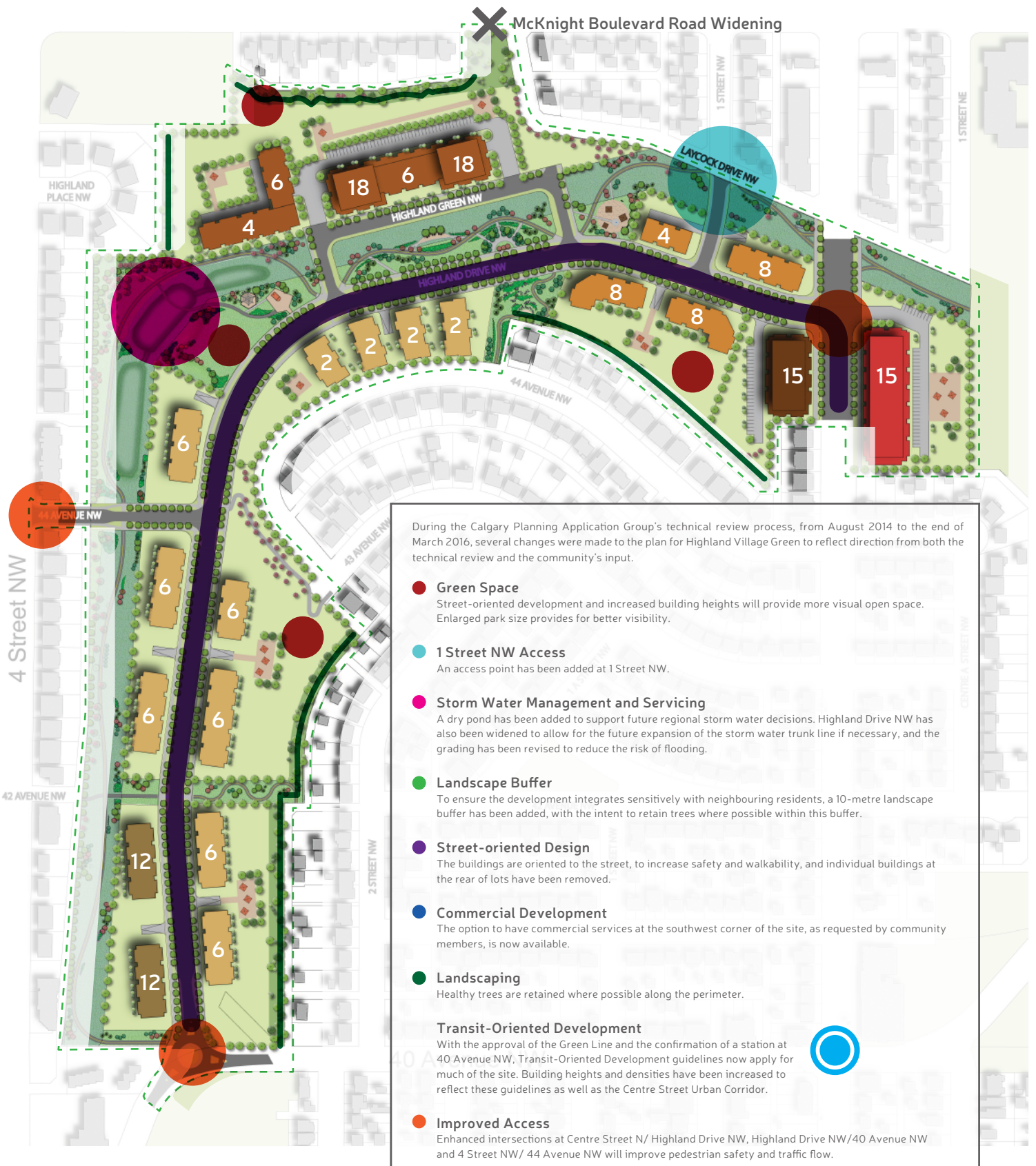
New kinds of housing options for the community

A variety of housing types offers options not currently available in the area, including housing for seniors looking to downsize. These new forms of housing allow existing residents to stay in Highland Park as their housing needs change.



Interest in new commercial development along Centre Street

New businesses and services include access to options like grocery stores and coffee shops. A mix of residential and commercial elements on Centre Street, along the future LRT corridor, offers more choice for area residents.



McKnight Boulevard Road Widening

During the Calgary Planning Application Group's technical review process, from August 2014 to the end of March 2016, several changes were made to the plan for Highland Village Green to reflect direction from both the technical review and the community's input.

- **Green Space**
 Street-oriented development and increased building heights will provide more visual open space. Enlarged park size provides for better visibility.
- **1 Street NW Access**
 An access point has been added at 1 Street NW.
- **Storm Water Management and Servicing**
 A dry pond has been added to support future regional storm water decisions. Highland Drive NW has also been widened to allow for the future expansion of the storm water trunk line if necessary, and the grading has been revised to reduce the risk of flooding.
- **Landscape Buffer**
 To ensure the development integrates sensitively with neighbouring residents, a 10-metre landscape buffer has been added, with the intent to retain trees where possible within this buffer.
- **Street-oriented Design**
 The buildings are oriented to the street, to increase safety and walkability, and individual buildings at the rear of lots have been removed.
- **Commercial Development**
 The option to have commercial services at the southwest corner of the site, as requested by community members, is now available.
- **Landscaping**
 Healthy trees are retained where possible along the perimeter.
- **Transit-Oriented Development**
 With the approval of the Green Line and the confirmation of a station at 40 Avenue NW, Transit-Oriented Development guidelines now apply for much of the site. Building heights and densities have been increased to reflect these guidelines as well as the Centre Street Urban Corridor.
- **Improved Access**
 Enhanced intersections at Centre Street N/ Highland Drive NW, Highland Drive NW/40 Avenue NW and 4 Street NW/ 44 Avenue NW will improve pedestrian safety and traffic flow.