

Thorncliffe-Greenview & North Haven Neighbourhood Design Concepts

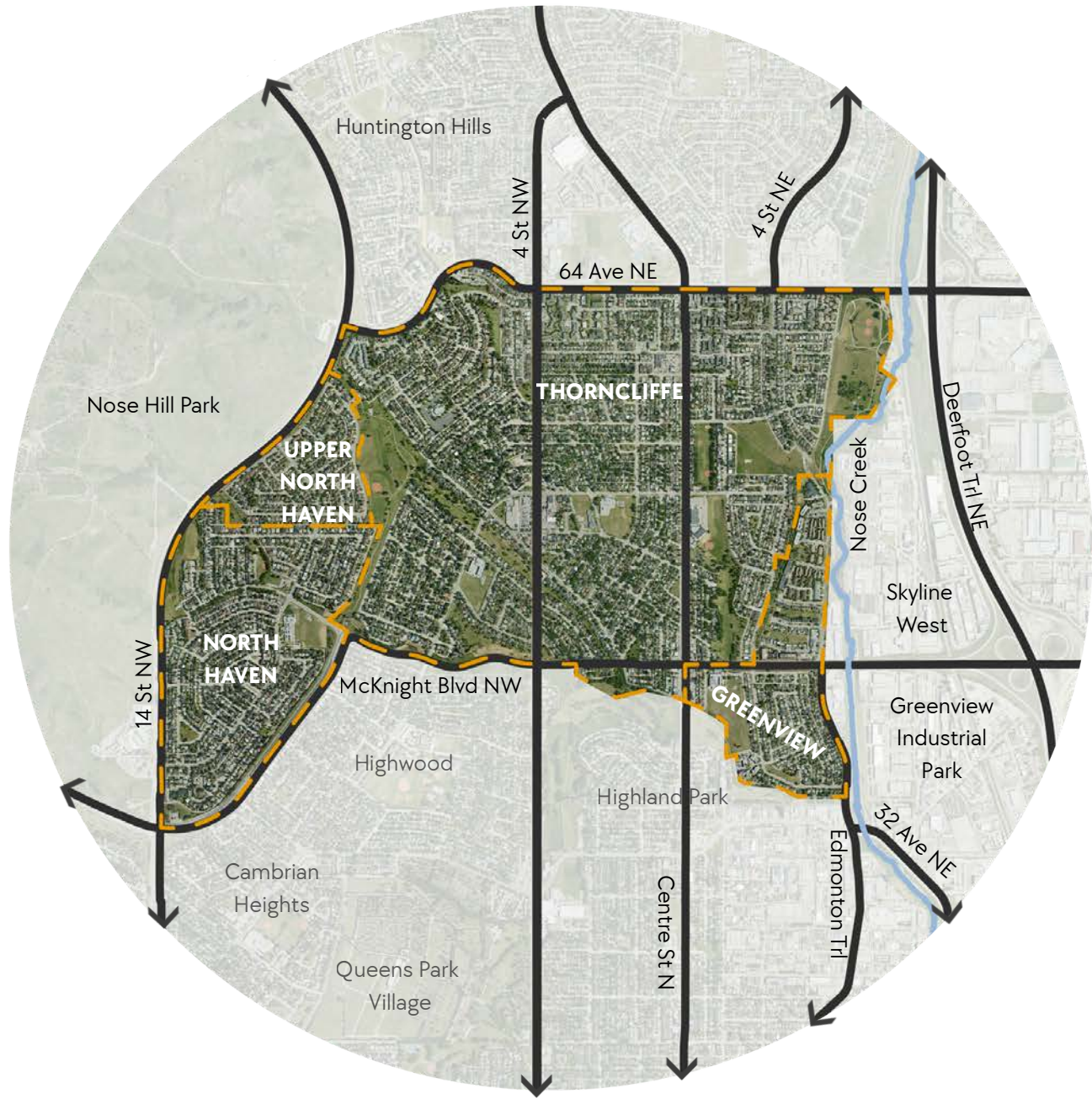
PLAN 630 Advanced Professional Planning Studio | April 2026
Matt Comfort, Emily Eremenko, Catherine Norman, Noah Seeton | Instructor Francisco Alaniz Uribe



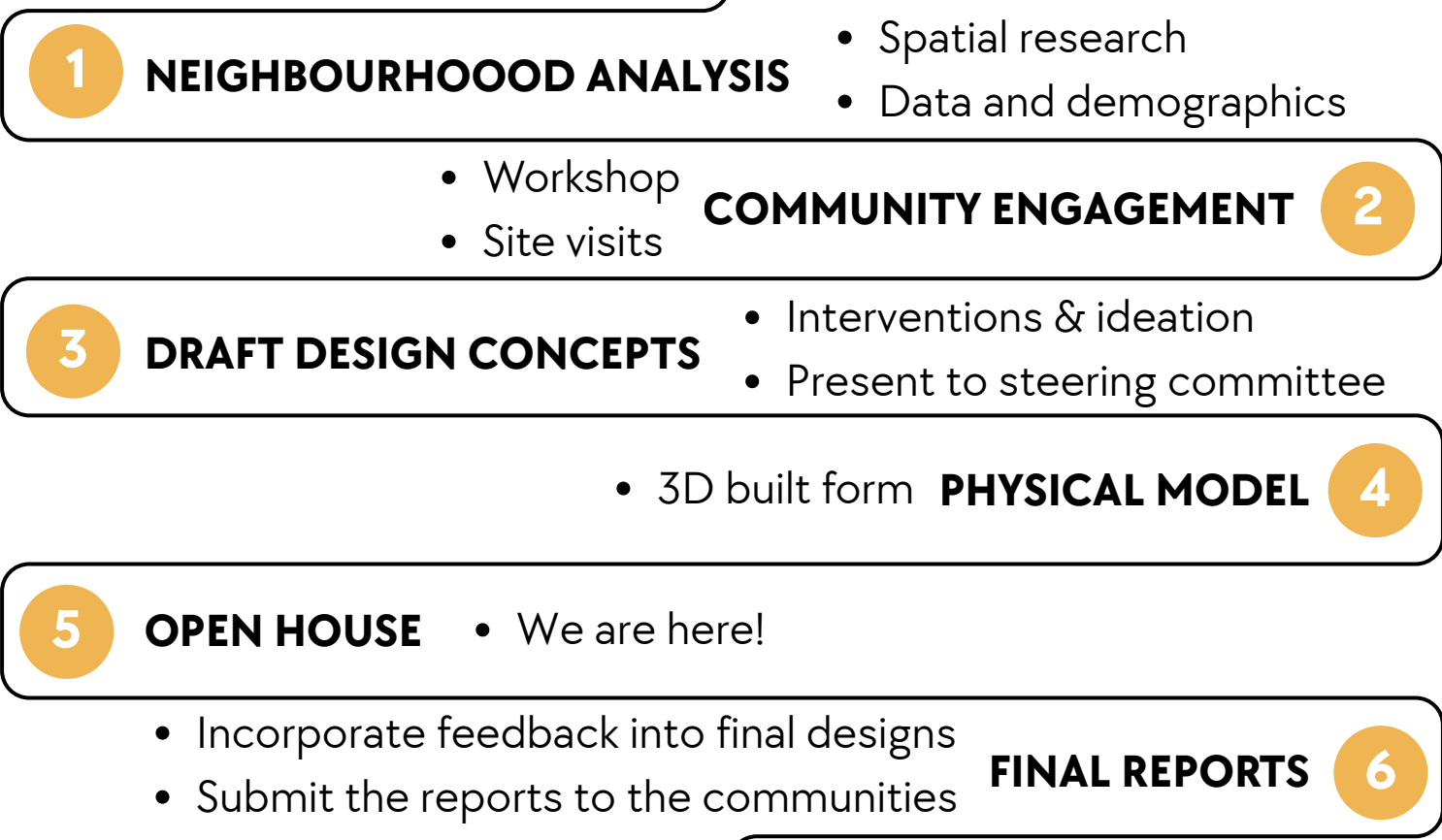
Site Context



As neighbouring communities, Thorncliffe - Greenview and North Haven share many geographic and urban features. The communities are in the heart of the north of Calgary and are only a 15-minute drive, 20 minutes by transit, to major activity centers like downtown and the Calgary International Airport (YYC). Both neighbourhood life cycles are seeing the population grow older and the next generation is ready to move in.



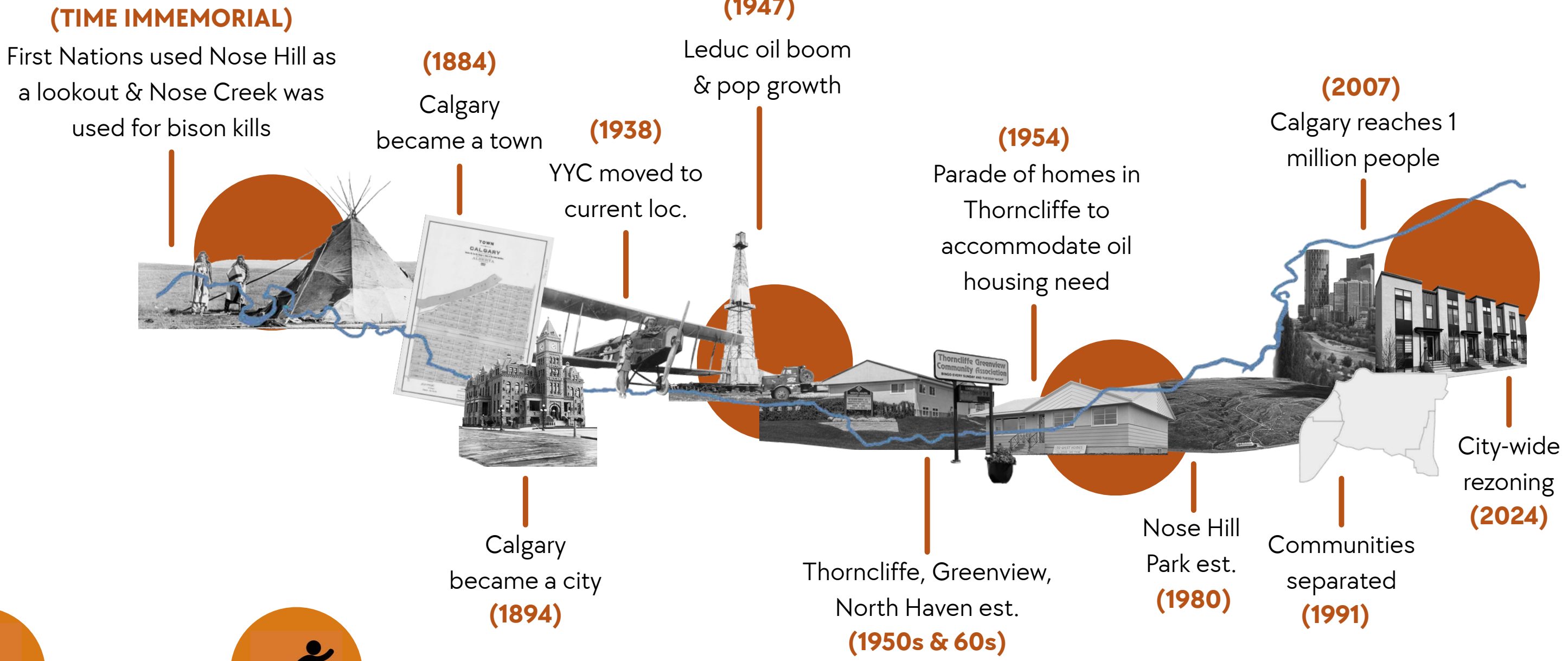
Methodology



Focus Areas



Site History



What We Heard

CONSTRAINTS



DIFFICULT ACCESS



BUSY SCHOOLS & UNSAFE STREETS



LACK OF AMENITIES



PEDESTRIAN ENVIRONMENT

OPPORTUNITIES



IMPROVE CONNECTIVITY



DIVERSIFY HOUSING



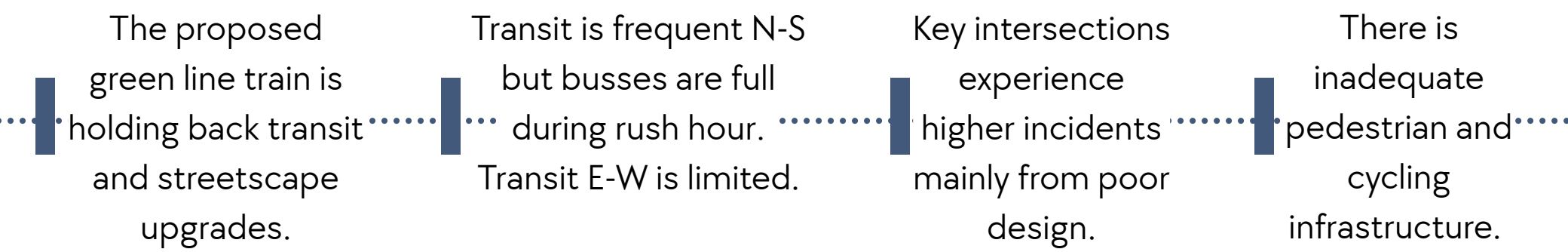
CREATE DESTINATIONS



SUPPORT NATURE

What We Discovered

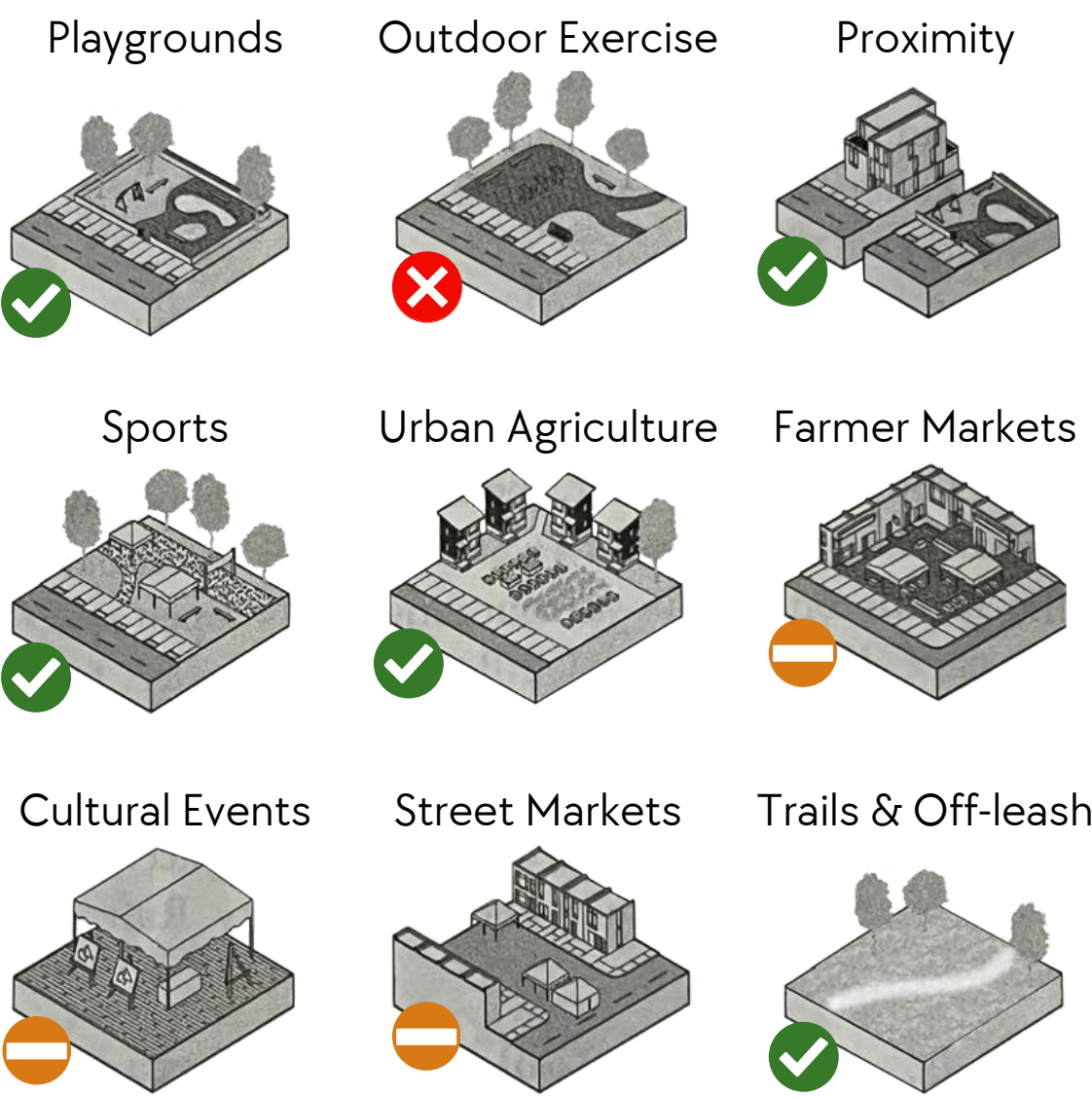
MOBILITY



OPEN SPACE

INTERVENTIONS

*adapted from Friedman & Pollock, 2024

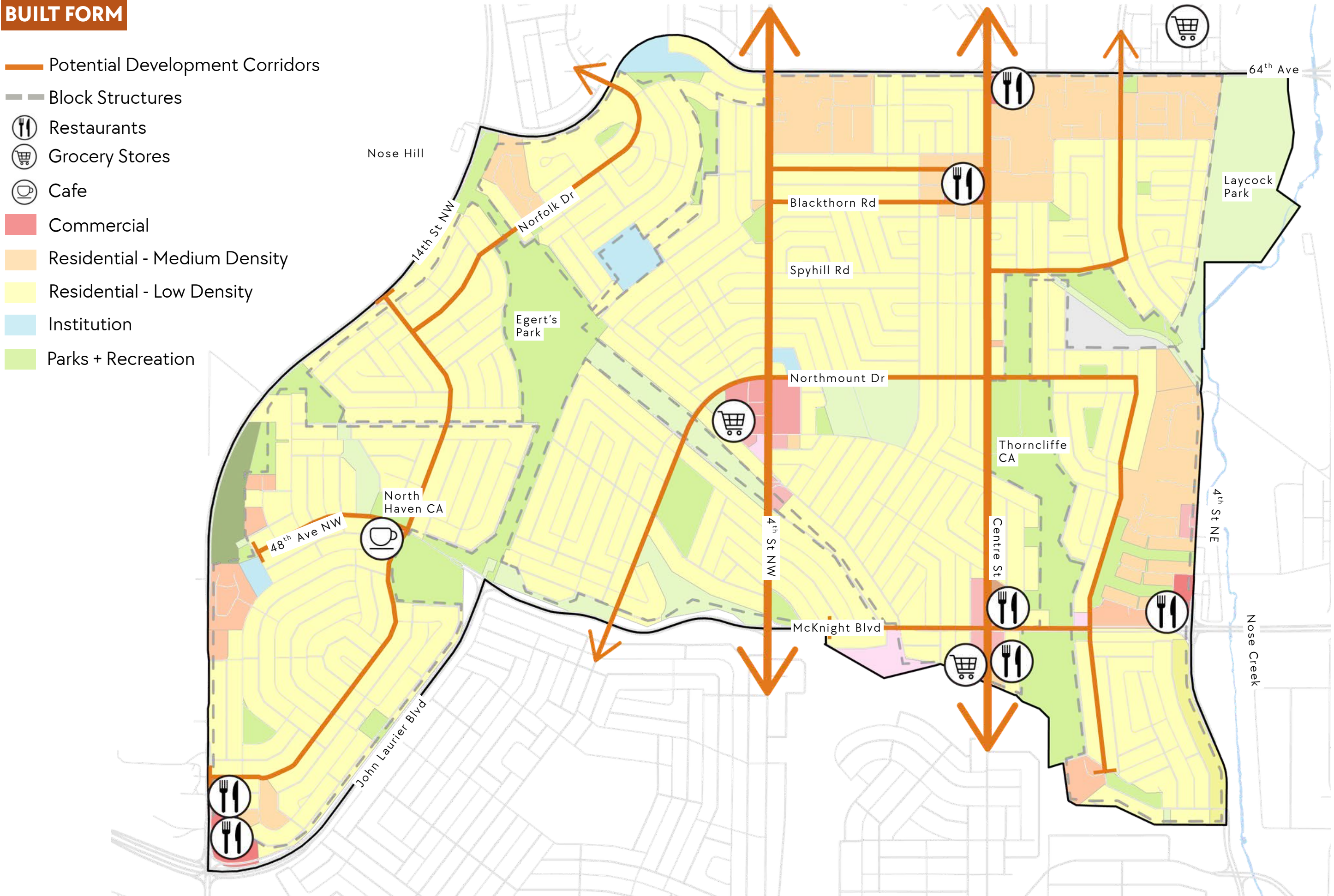


OPPORTUNITIES

- Permanent winter programming
- Host pop up and cultural events in open spaces and street network
- Stormwater & low-impact design
- Increased urban agriculture
- Rewild unused off-leash spaces
- Diversify outdoor sport options

BUILT FORM

- Potential Development Corridors
- Block Structures
- Restaurants
- Grocery Stores
- Cafe
- Commercial
- Residential - Medium Density
- Residential - Low Density
- Institution
- Parks + Recreation



OVERVIEW

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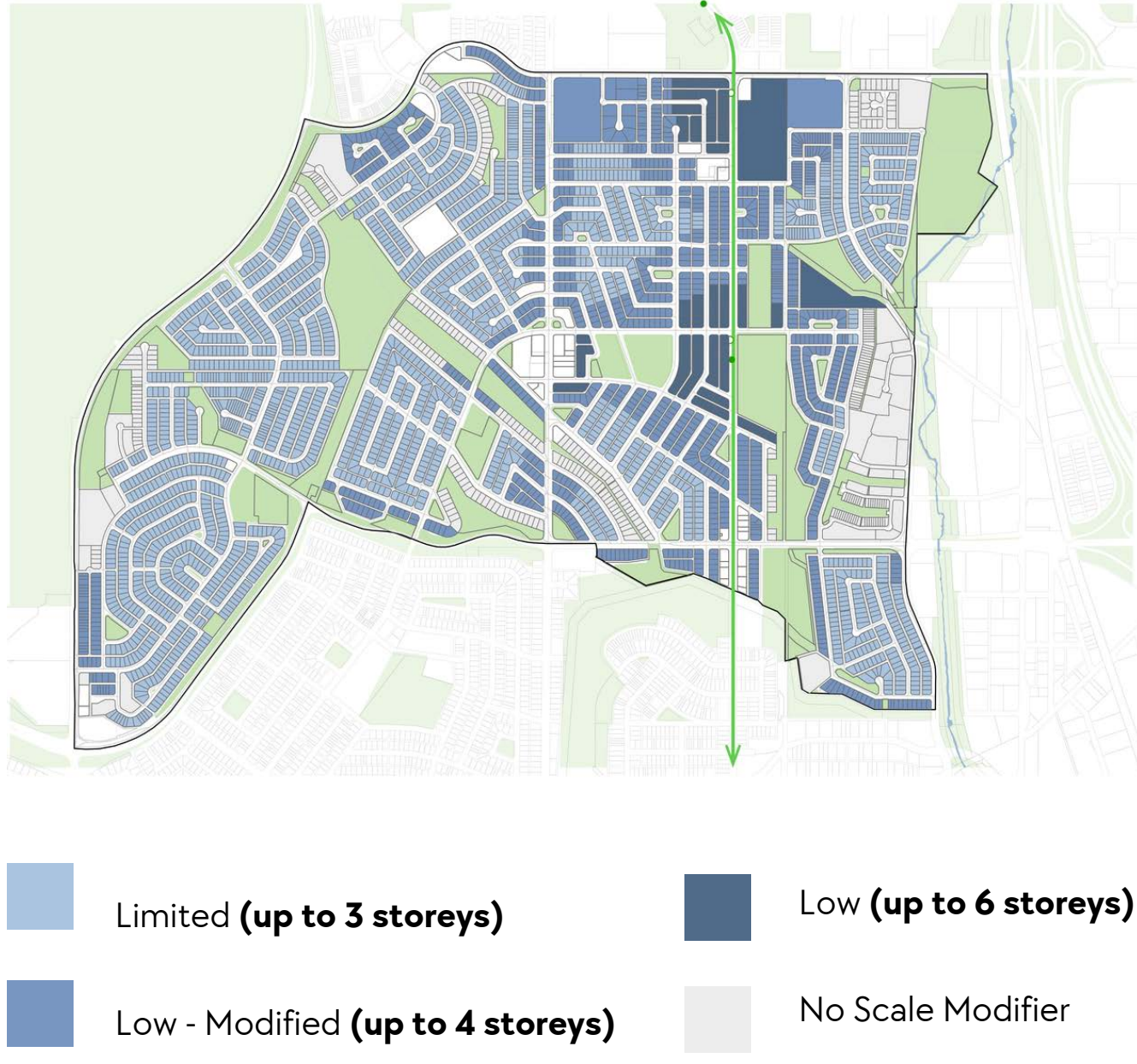
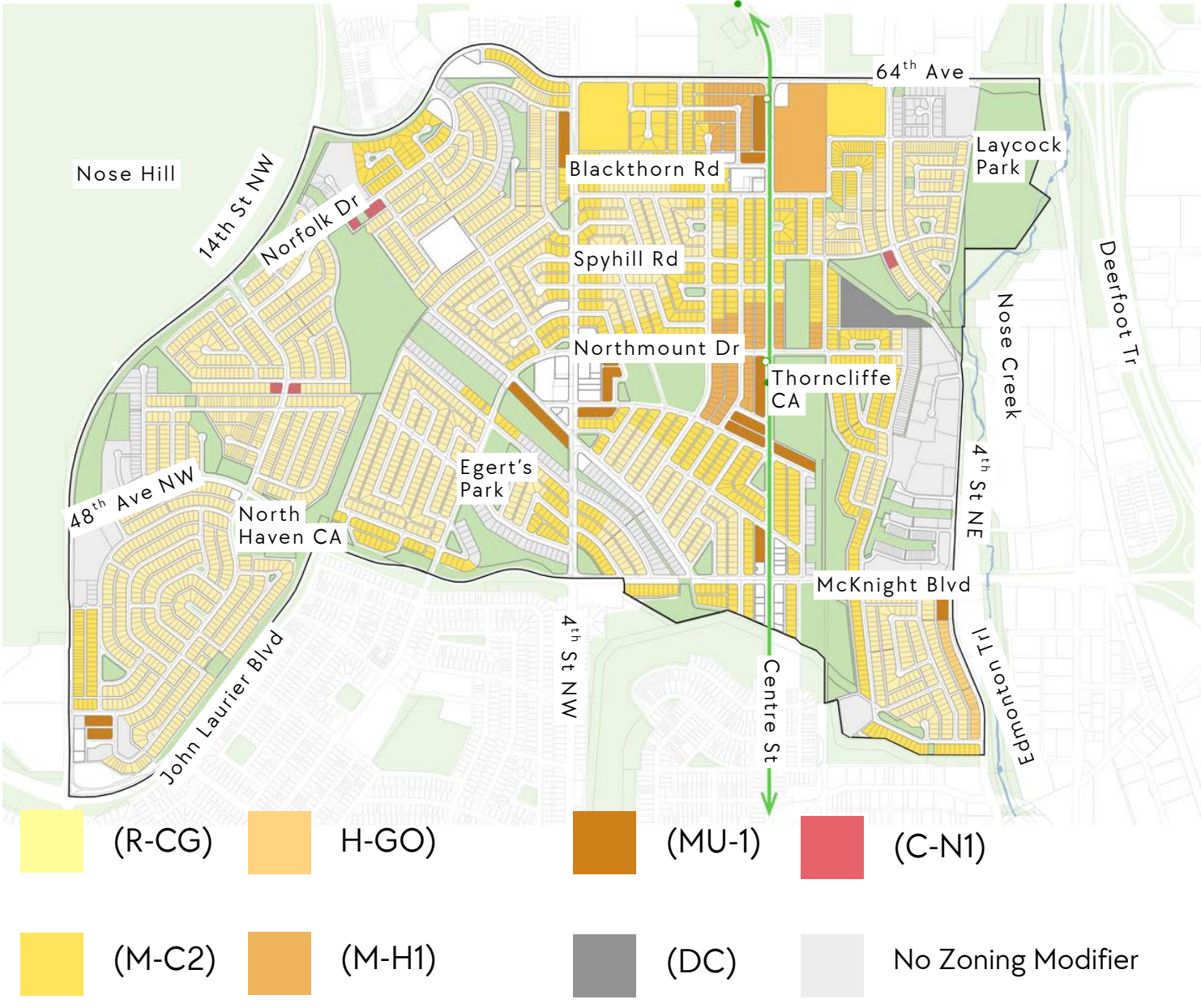
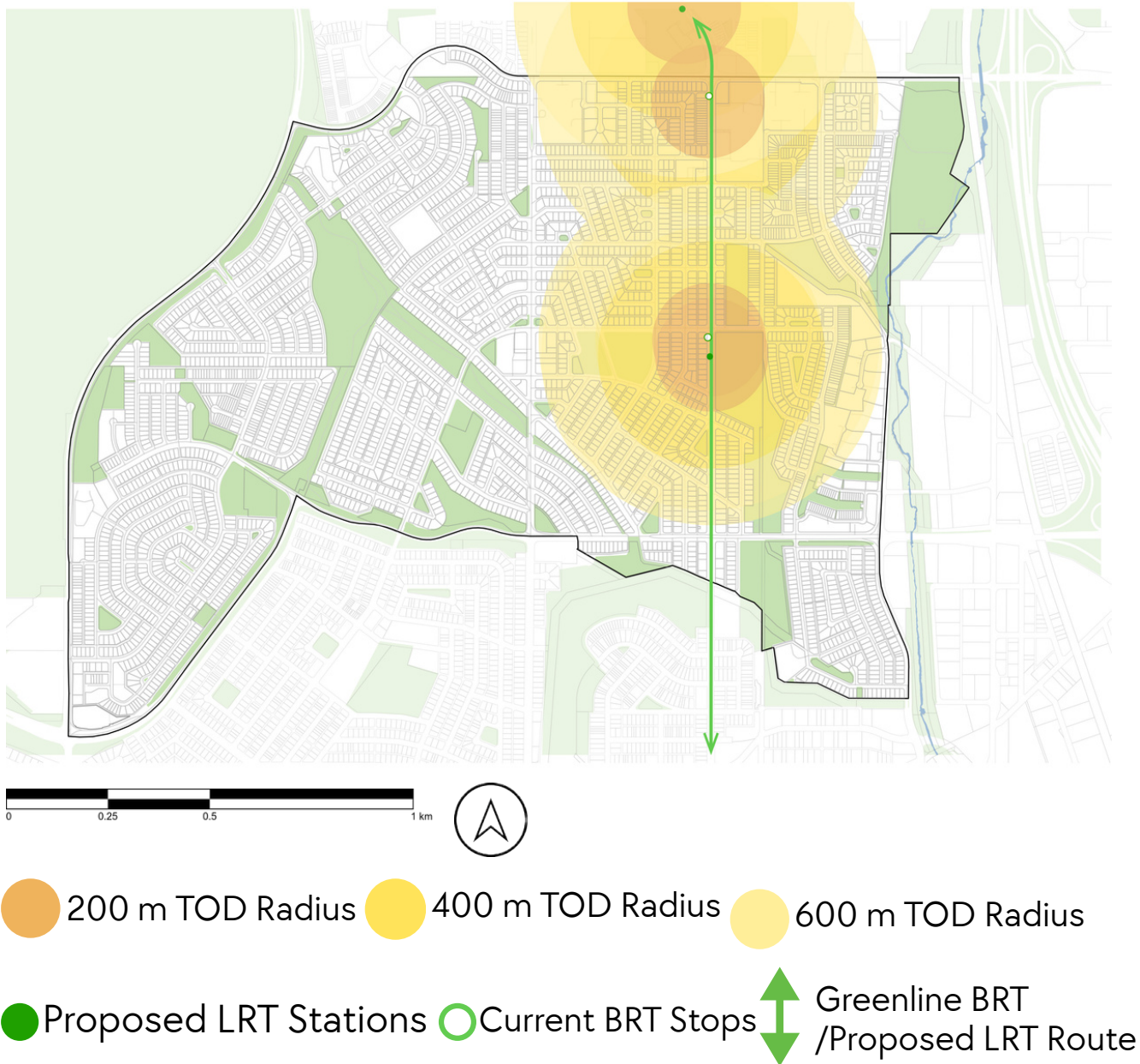
Key Residential Recommendations

FOR THE COMMUNITY:

- The community should encourage changes in their neighbourhoods that bring compact growth
- Support new housing in the form of multi-residential and mixed-use buildings in defined areas
- Stay involved in how their community evolves overtime with input at engagement events
- Support projects that create high quality public space and affordable housing

FOR THE CITY:

- Incentivise affordable, diverse housing typologies that accomodate a range of demographics
- Adopt more pedestrian-friendly, mixed-use districts over auto-orientated zoning
- Partner with organizations to turn underutilized land into multigenerational living developments



CONTINUUM LIVING: Multi-Generational Complex



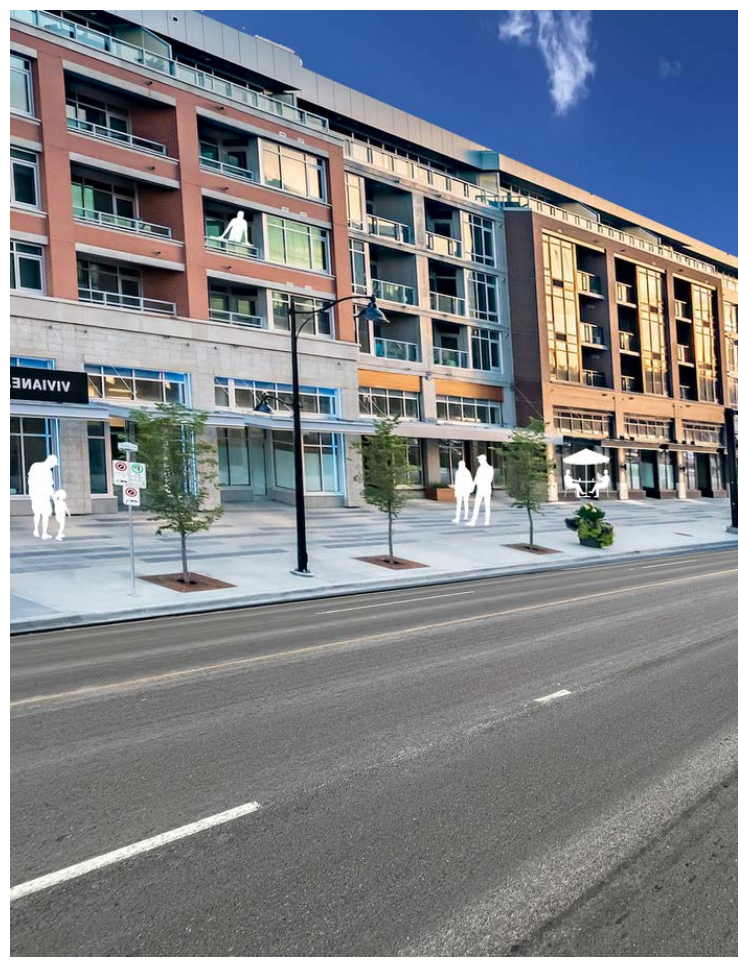
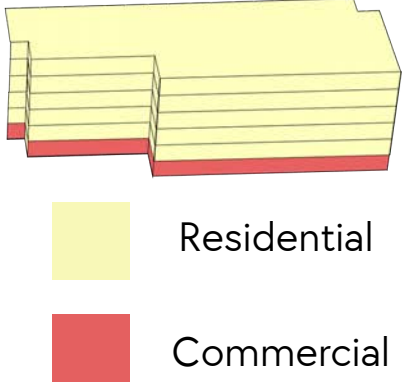
Strategy
Rezone to Direct Control (DC) to develop a multi-generational residential development that addresses the aging population and families, adapting to the current and future demographic needs.



MAIN STREET LIVING



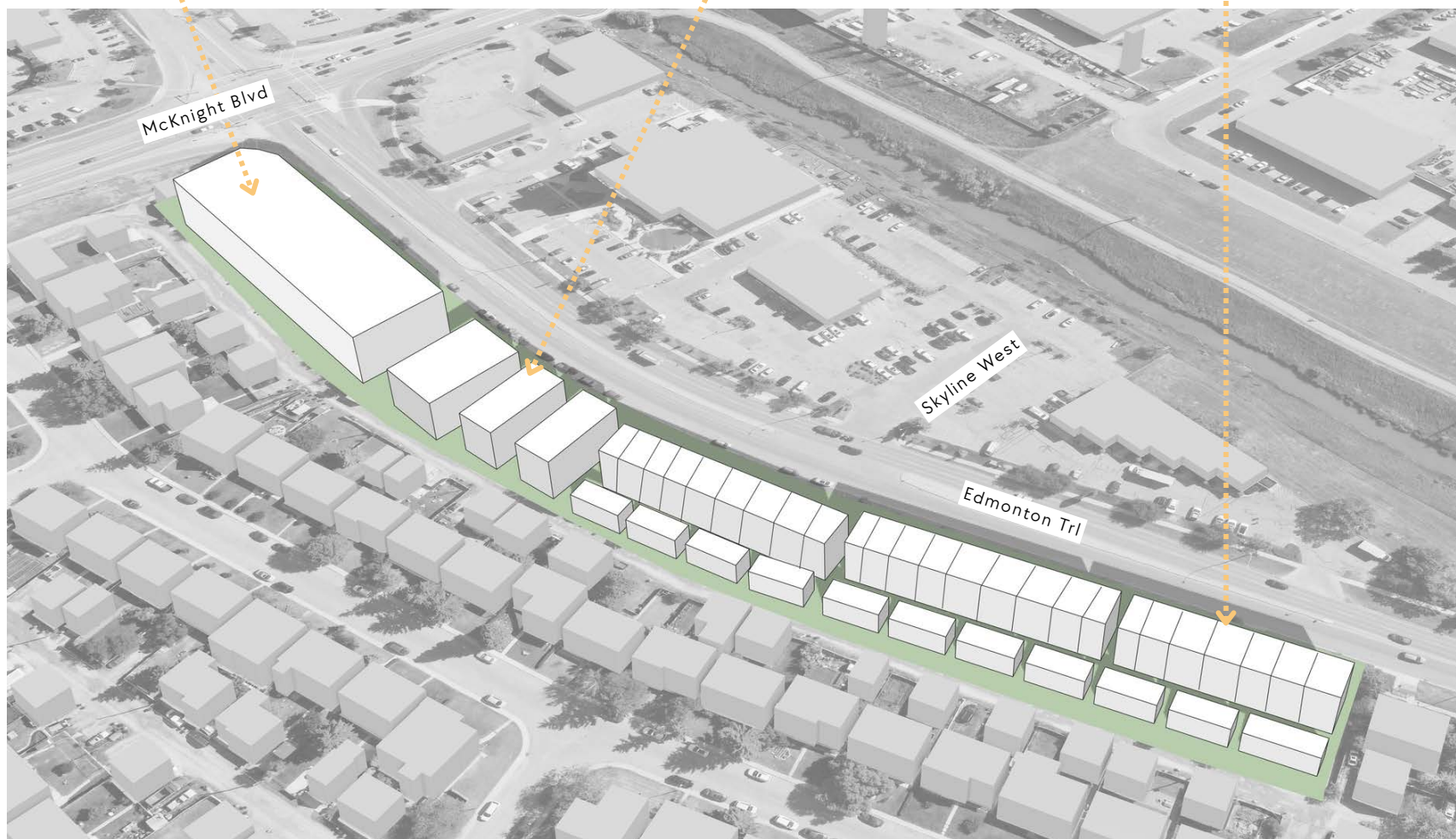
Strategy
Rezone to Mixed Use - Active Frontage (MU-2) to develop a Transit Oriented Development, main street corridor that functions as both an active pedestrian realm with direct access to the Green Line LRT station and multi-family residential living.



NEIGHBOURHOOD CONNECTOR



4 storey Mixed-Use commercial at grade with 1 & 2 bedroom apartments above 3 storey 4 - Plexes with the option for live/work units at grade 3 storey Stacked Townhouses with 2 storey Rowhouses in the back



Strategy
Rezone the top 7 parcels to MU-1 to develop a mixed use building with commercial at grade to active the street. Leave the remaining parcels zoned as H-GO to allow for mixed multi-residential typologies, as well as live/work units to align with the NHCLAP 'Neighbourhood Connector' Urban Form.



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Key Other Land Use Recommendations

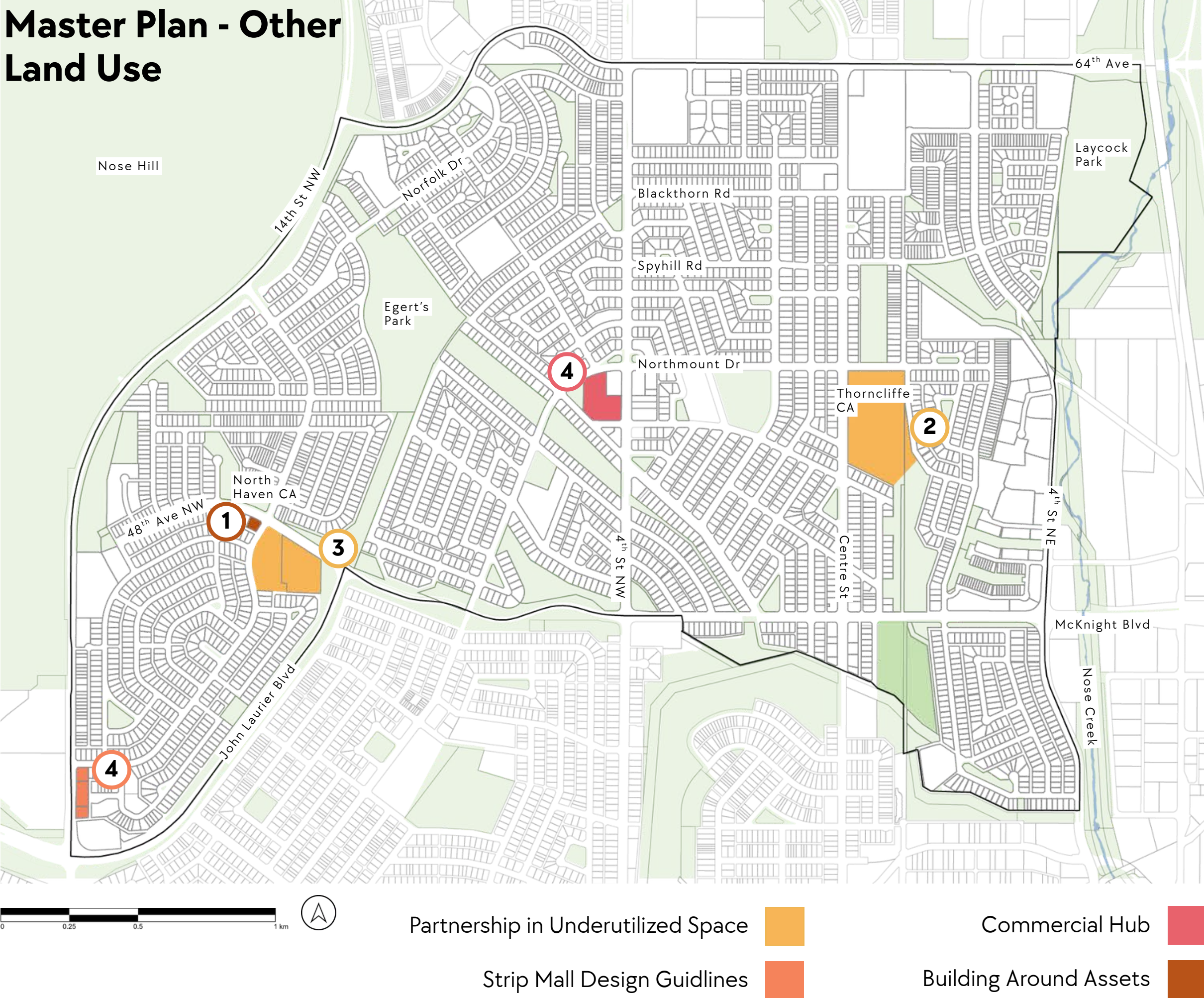
FOR THE COMMUNITY:

- The community should encourage changes in their neighbourhoods that bring more compact growth
- Support new housing in the form of mixed-use buildings that are developed in defined areas
- Stay involved in how their community evolves overtime with input at engagement events
- Support projects that create high quality public space and affordable housing

FOR THE CITY:

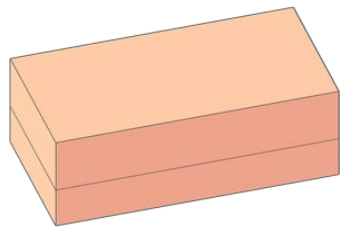
- The City should incentivise mixed use development around community hubs to expedite meaningful change
- Adopt more pedestrian-friendly, mixed-use districts over auto-orientated zoning
- The City should partner with schools and community organizations to turn underutilized leased land into projects that deliver public benefit

Master Plan - Other Land Use



Build Around Existing Assets

CHINOOK SCHOOL OF MUSIC



Commercial

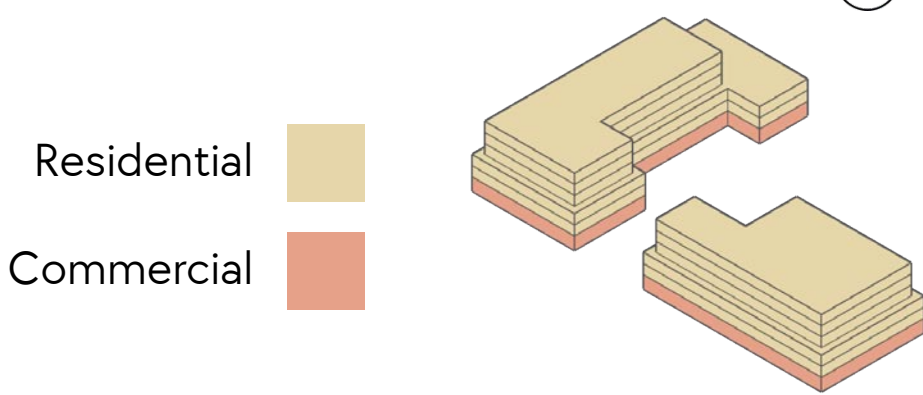
STRATEGY:
Intensify around existing hubs by adding additional square footage and enhancing the public realm.

DESCRIPTION:
This neighbourhood commercial site is a beloved part of North Haven. The current surface parking lot is not the best use of space. Moving the parking to the street opens up space for life. The proposed building helps frame a new plaza. The second story opens into the plaza, while the first story opens to the street.



Partnerships in Underutilized Spaces

THORNCLIFFE/GREENVIEW COMMUNITY ASSOCIATION



Residential

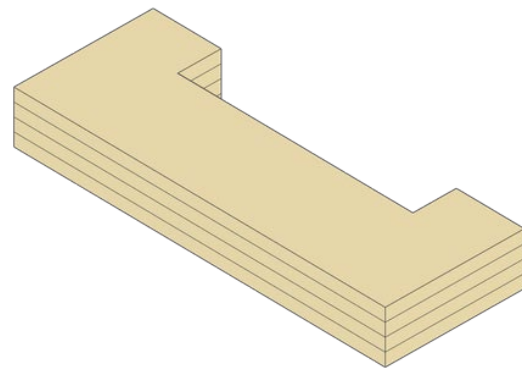
Commercial



STRATEGY:
Take advantage of the surplus land of schools and community associations and partner with the City of Calgary to provide equitable housing in the right places.

DESCRIPTION:
The community associations and schools in our study area have large amounts of underutilized land that could be redeveloped in ways that benefit the community. In these examples, a portion of the parcel will be used to affordable housing. A portion of the lease revenue will be directed to the institutions to upgrade their facilities.

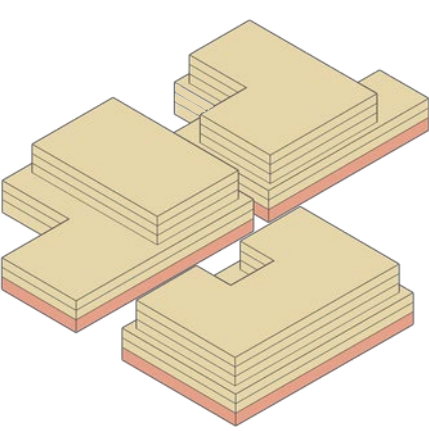
NORTH HAVEN SCHOOL



Residential

Commercial Hub Development

FORMER SAFEWAY



STRATEGY:
Redevelop the former Safeway site (future Fresh Co.) into a mixed-use, urban scaled commercial hub.

Residential

Commercial



DESCRIPTION:
Grocery stores are getting smaller across Canada to better suite the urban environment and include housing. By developing the first phase on the existing surface parking lot, it will allow the existing grocery store to remain open until the first phase is completed. Once the new grocery store is operational, the next phase can commence.

Strip Mall Design Guidelines

PELICAN PEIR MALL



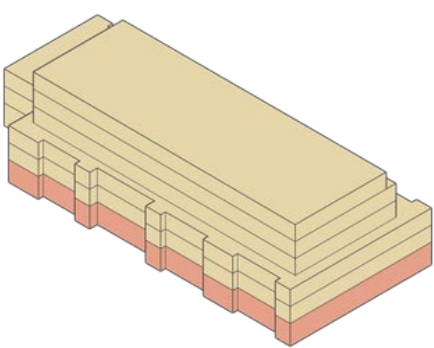
STRATEGY:
Provide guidelines for strip mall redevelopment along main streets into mixed use hubs.

DESCRIPTION:
The strip malls in the study area all reflect their time of development. Their form is not inviting to pedestrians and limits the uses that can exist. New redevelopment guidelines will help to create vibrancy and walkability in the commercial spaces that once featured parking lots. layering uses vertically helps to intensify the community in the areas that can tolerate additional density.



Residential

Commercial



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Key Open Space Recommendations

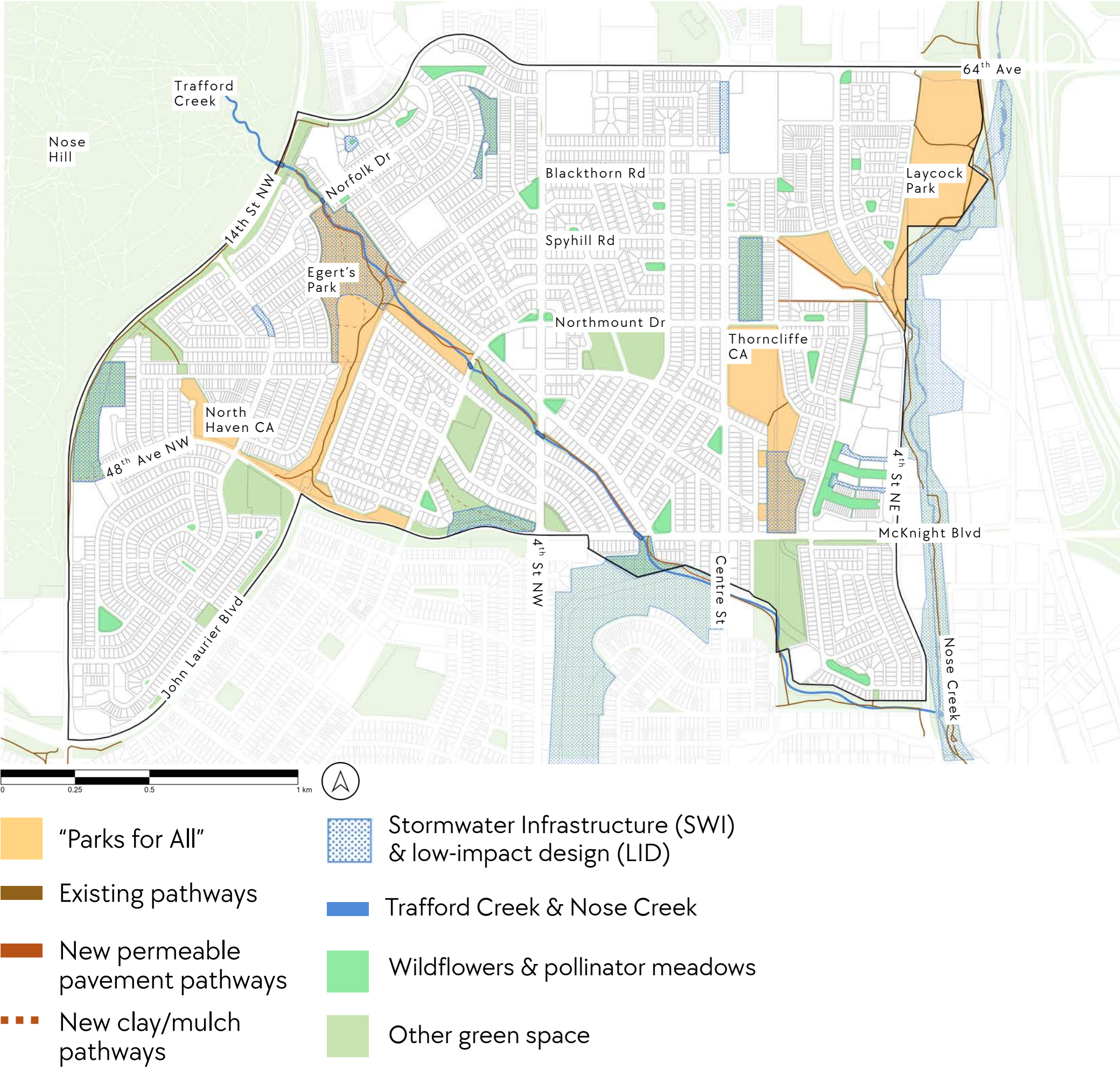
FOR THE COMMUNITY:

- All properties abutting parks and greenspace should implement bird-friendly design measures
- The community should implement a community art program (see Mini Galleries in Crescent Heights for inspiration)
- Individuals should use rain barrels and downspout planters on their property
- The community should prioritize multi-season/multi-sport courts over one type (baseball diamonds)

FOR THE CITY:

- The City shall prioritize low-impact design measures when repairing or improving streetscapes and infrastructure
- The City should daylight Trafford Creek
- The City should increase seating and seating types in open spaces
- The City shall plant low maintenance native wildflowers on unused green parcels

Master Plan - Open Space



Parks for All - Inspiration



ARTWORK

- Experience at your own pace
- Can be rotating pieces
- Can support local artists



CREATIVE SEATING

- Fosters social interaction
- Builds community identity
- Supports intergenerational use

"We have a lot of green space that does a bit but not enough... Our parks could be doing way more."



MULTI-SEASON, MULTI-SPORT

- Provides different options for sports all in one place
- Can be converted to a skating rink to allow year-round play



INCLUSIVE EQUIPMENT

- Provides safe and accessible play for all ages
- Includes exercise and play equipment for adults and seniors

WHY PARKS FOR ALL

The communities of North Haven, Upper North Haven, Thorncliffe, and Greenview collectively have a lot of access to greenspace. However much of the greenspace is underprogrammed and inaccessible to residents with various mobility needs.

Stormwater Infrastructure & Low Impact Design - Inspiration

WHY SWI & LID

One of the biggest concerns facing the community is flooding and the poor drainage of water, snow and ice. Implementing these low impact interventions can help address these concerns, especially when designed in areas of high water accumulation. Additionally, these interventions can foster a healthier ecosystem.



PERMEABLE PAVEMENT

- Better for the environment
- Safer in ice and snow
- Costlier than regular pavement



BIORETENTION/RAIN GARDENS

- Helps reduce local flooding
- Improves hill stability
- Low maintenance long term



BIOSWALES & GREEN GUTTERS

- Reduces water pollution
- Increases ground absorption
- Easily applicable to most roads



TREE TRENCHES & SILVA CELLS

- Manages runoff and improves tree health
- Mitigates heat impacts

"The snow and ice pools on the streets making it difficult to walk. Then come spring time, our streets turn into waterfalls."



Trafford Creek & Egert's Park



CONCEPTUAL PROGRAMMING



The goals of this intervention are to restore the natural habitat and water management and to encourage both engagement and reprise.

- Existing deciduous tree
- Existing coniferous tree
- New Path - permeable pavement
- New Path - Clay or mulch
- Existing path
- Topography
- Trafford Creek
- Culvert
- Riparian Area* - water friendly plantings
- Play extension - all ages & abilities
- Dog agility
- Rain gardens
- Indigenous art/storytelling

*general guide

BEFORE

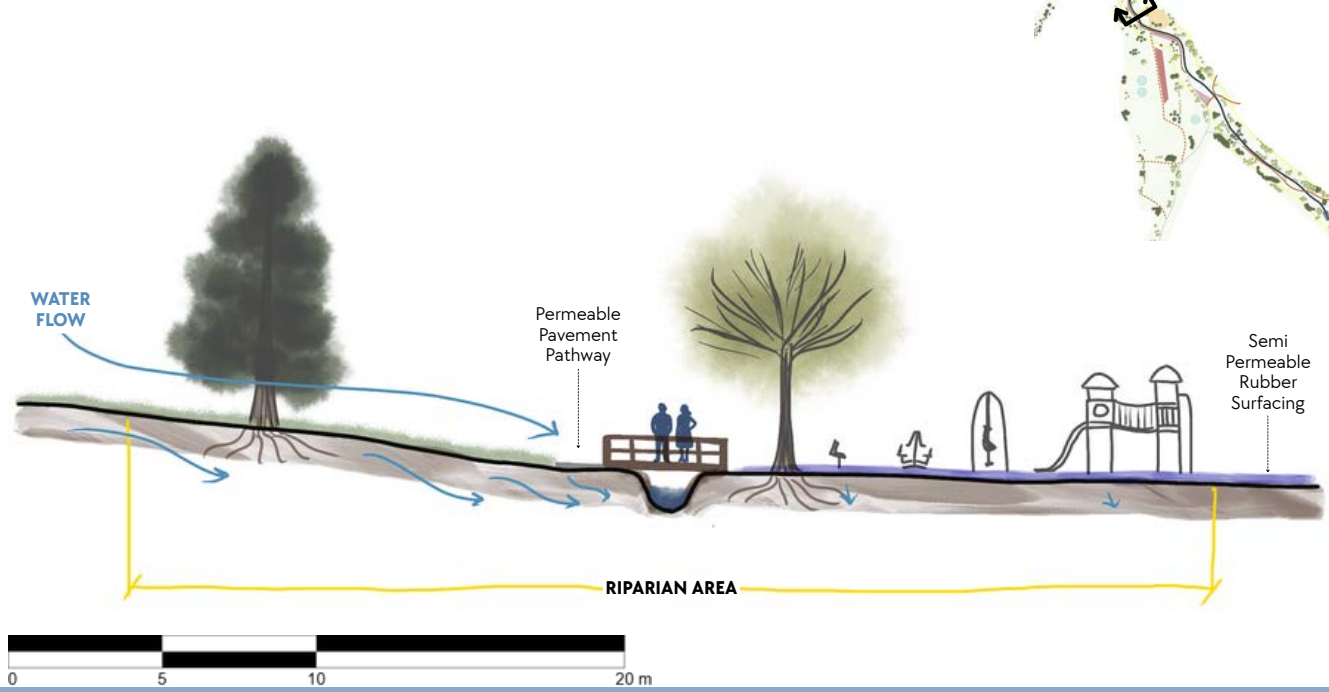


Looking east from just past Norfolk Drive

AFTER



SECTION A - LOOKING TOWARDS NOSE HILL



KEY MAP

FOCUS AREA: OPEN SPACE

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This poster was aided by the use of Artificial Intelligence

Key Open Space Recommendations

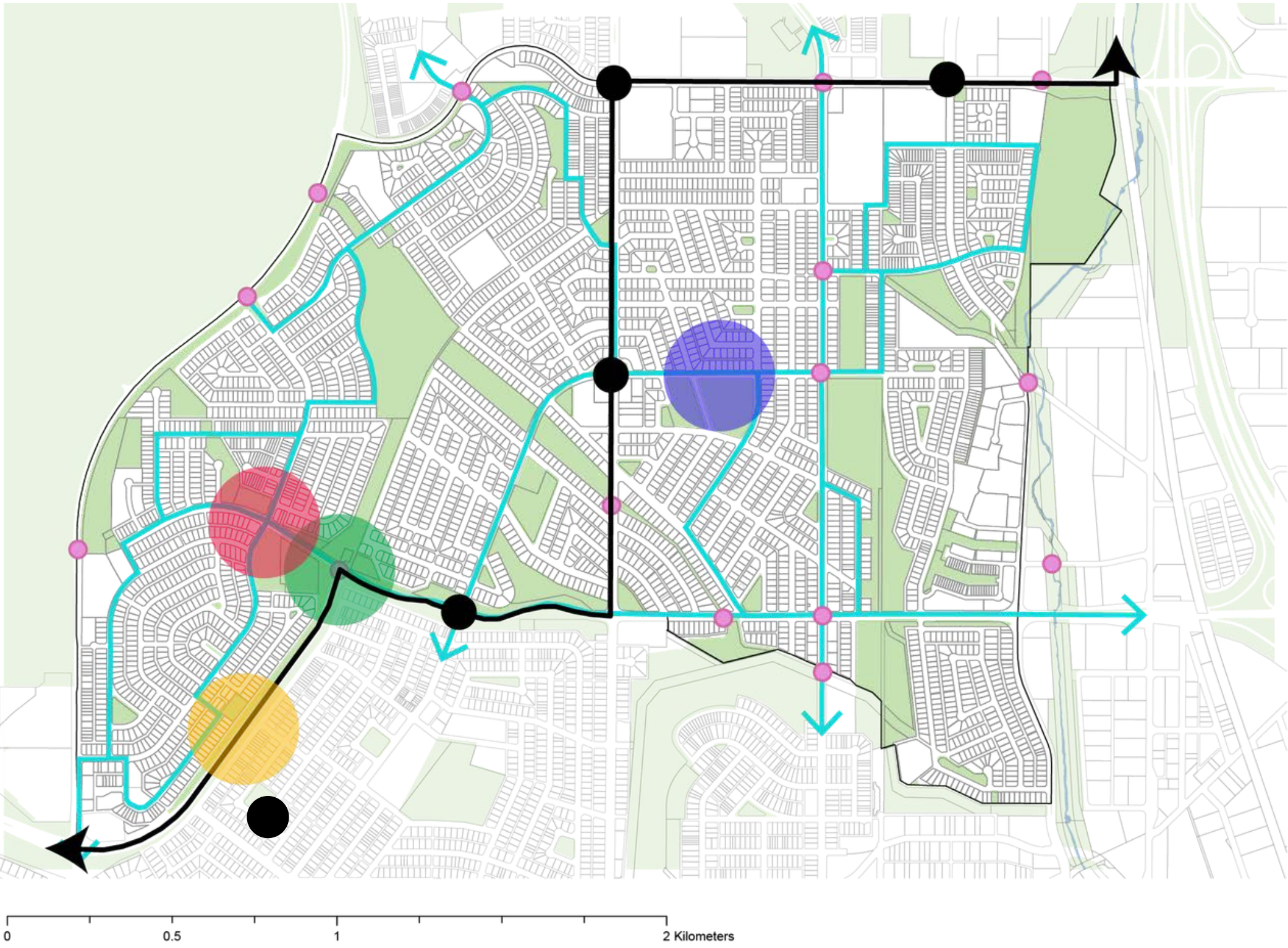
FOR THE COMMUNITY:

- The community association should provide workshops on active transportation
- The school should assist in tree and greenery planting along the new median

FOR THE CITY:

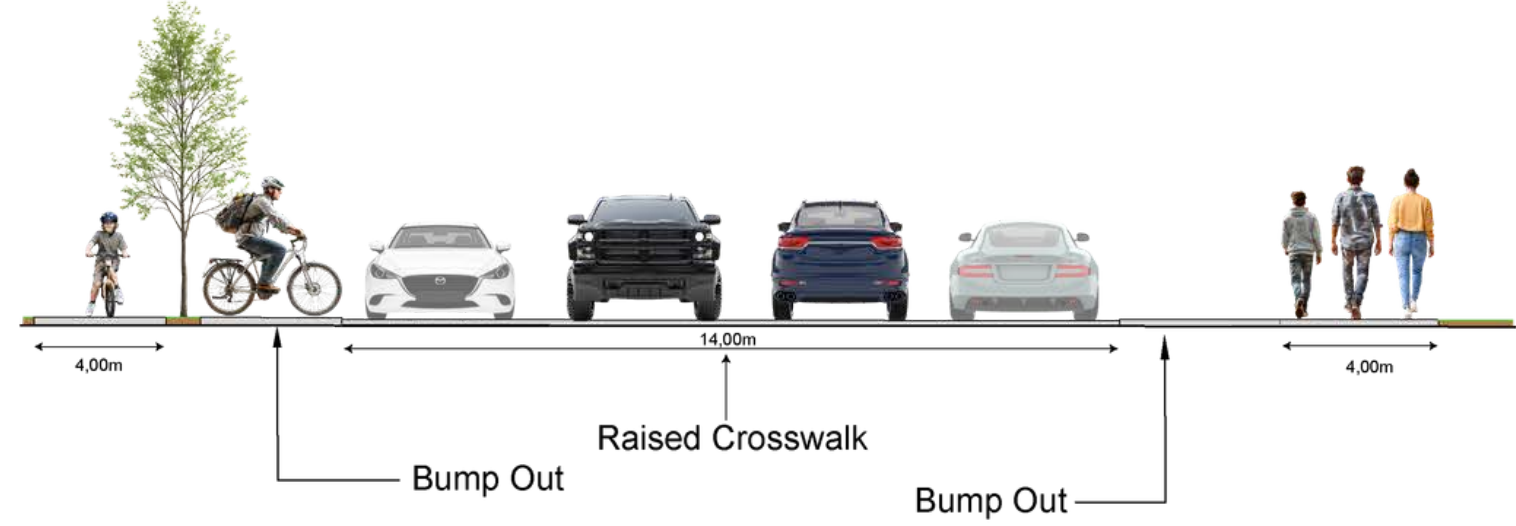
- The city shall require at least one form of traffic calming at all new schools
- The city shall require that inner community arterial roads have multimodal connections even if adjacent to the road (such as a separated multi-modal path)

Master Plan - Mobility



- 48th Ave @ North Haven Drive Traffic Calming
- John Laurie Roundabout and Overpass
- John Laurie Bus Stop
- Thorncliffe School Traffic Calming Measures
- New Connections
- Proposed Bus Stops
- Multimodal Paths
- Proposed Bus Route

North Haven School



Facts on Traffic Calming

Raised Crosswalks

- Reduce car speeds by operating like speed bumps, reducing collision seriousness in crashes
- Boost pedestrian view by moving them into motorists' line of vision
- Inspire drivers to yield more regularly at pedestrian crossings

Traffic Medians (Refuge Islands)

- Help consolidate traffic flow and hinder unsafe passing or turning activities
- Lower crash levels by stopping head-on crashes (notably with raised medians)
- Increase safety on open or high-speed streets where full traversing gaps are uncommon

Curb Bump-Outs (Curb Extensions)

- Reduce crossing distance, shrinking the amount of time pedestrians are inside the roadway
- Strengthen visibility among pedestrians and motorists by eliminating parked-car obstructions
- Easily slow turning cars by constricting corner radii

PRECEDENTS

CITY OF WINNIPEG



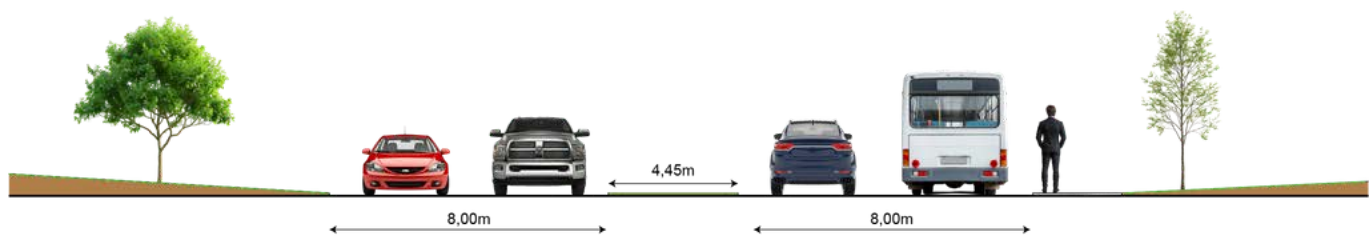
ST JOHNS, NEWFOUNDLAND



SARNIA, ONTARIO



East - West Connections



MAX ORANGE - CALGARY



MAX ORANGE - CALGARY

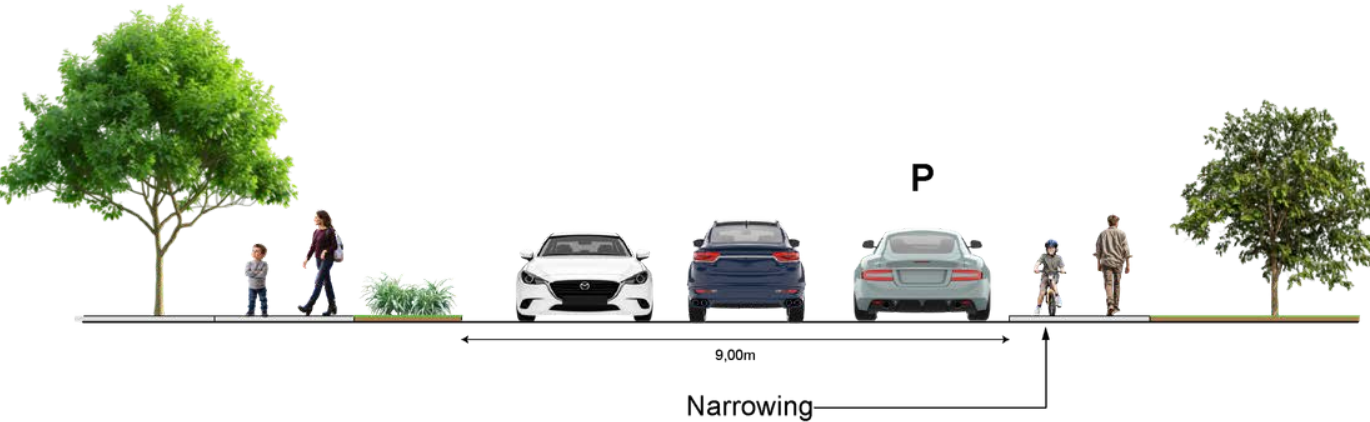
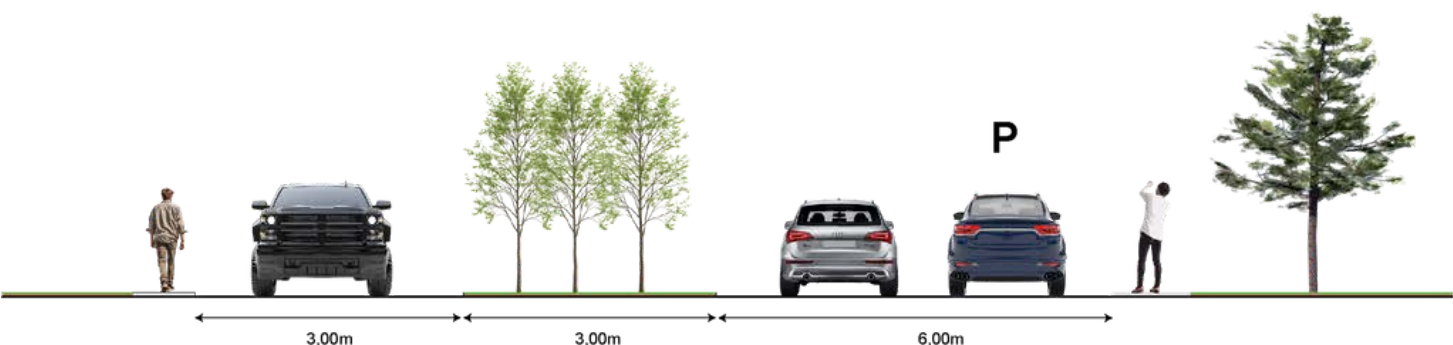


Benefits of the Bus Stop

Putting a bus stop in this locale would generate briefer, more express walking paths to the bus stop and improve ridership. Right now, John Laurie acts as a manmade barrier that cuts off part of the community and could be prevented by opening this barrier. In doing so, would also get natural surveillance which Jane Jacobs refers to as "eyes on the street". It also decreases the physical division between the community and public infrastructure such as bus stops. Finally, it provides an opportunity to insert landscaping, benches, or illumination instead of maintaining an obstacle.

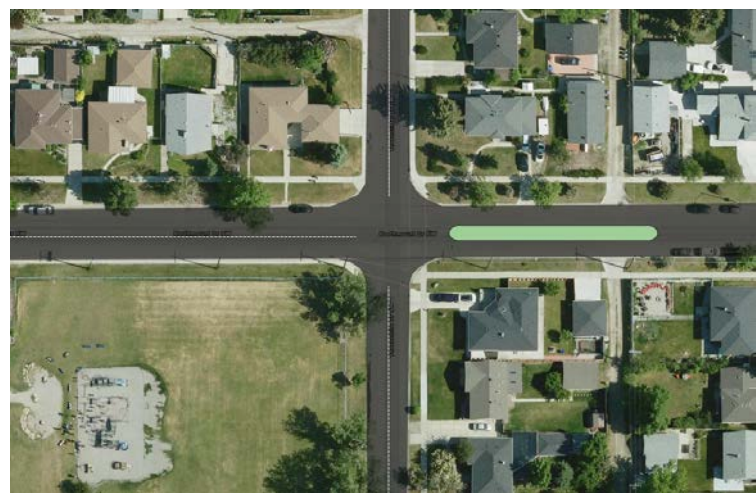


Thorncliffe School



Benefits of Medians in School Zones

- Thinner lanes make motorists feel less secure speeding, guiding more vigilant driving habits
- Elevated medians can restrict mid-block U-turns or dangerous left turns close to schools
- A smaller distance for passing, winding, or hostile driving close to schools
- Extra space can be reorganized to facilitate cycle lanes, broader sidewalks, or buffer areas



CONSTRAINTS ADDRESSED



BUSY SCHOOLS & UNSAFE STREETS



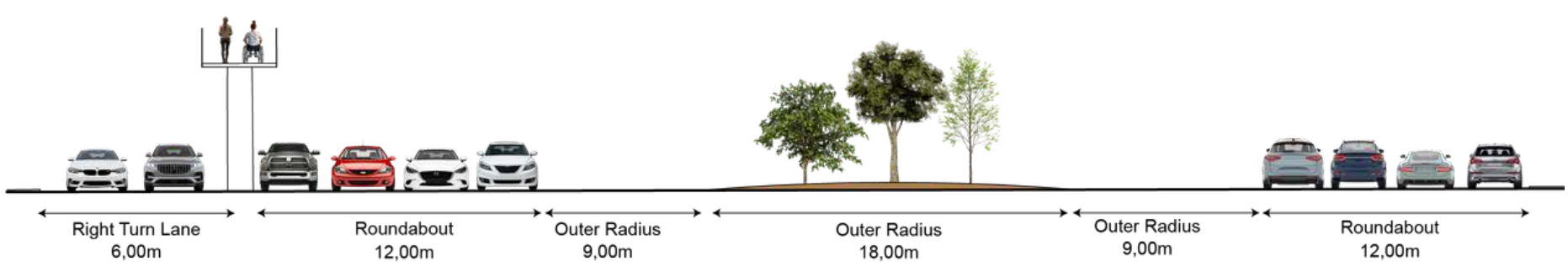
PEDESTRIAN ENVIRONMENT



John Laurie @ McKnight Roundabout



Before Conditions



FOCUS AREA: MOBILITY