Engagement Summary Report

What We Heard

Stakeholder Engagement on North Hill Communities Local Area Plan Refinements

Overview of Stakeholder Engagement

Since 2020 July, Administration has worked with internal business units and targeted external stakeholders to revise the North Hill Communities Local Area Plan (the Plan) in response to Council's direction to refine the Plan. That direction included ten specific items which are provided below. The purpose of the targeted engagement was to help inform refinements to the Plan within the following key areas as directed by Council:

- Alignment with the Guidebook for Great Communities;
- Alignment with the approved Green Line LRT;
- Additional local historical context and character;
- Better recognition and policies to protect the urban tree canopy;
- Identifying opportunities for placemaking and public realm improvements;
- Exploring parks and open space frontages;
- Identifying opportunities for additional commercial clusters, Neighbourhood Activity Centres, and mixed-use streets;
- Provisions for on-street parking;
- Identifying mobility corridors; and
- Including policies for improvements within road rights-of-way setbacks

Due to the technical nature of this work and the background understanding required to meaningfully participate, we targeted engagement to citizens who had previous experience with and direct involvement in the creation of the initial North Hill Communities Local Area Plan.

Citizens and stakeholders from the former North Hill Communities Working Group, community associations in the North Hill Communities area, business improvement areas, and development industry members were invited to attend a series of North Hill Communities sessions, as follows:

Round One Engagement Overview

The focus of the first round of engagement was to share draft revisions to the North Hill Communities Local Area Plan (based on the Council-directed revisions). Key areas of discussion included:

- ***Urban Form Categories:*** *discussing updates to the draft plan to accommodate the Guidebook's revised urban form categories.*
- ***Transit Station Areas:*** *incorporating Green Line's new 9 Avenue N station, and new subsections of the plan dealing with specific station areas.*
- ***History and Heritage Planning Areas:*** *reviewing the revised History section and discussing the revised data set and boundaries for Heritage Planning Areas within the draft plan.*

- ***Chapter 3 – Supporting Growth:*** *reviewing the revised chapter including the newly consolidated set of implementation options.*

The following sessions were held as part of the first round of engagement:

- **North Hill Communities Working Group 'Alumni' and Business Improvement Area Representatives** – Tuesday, Sept 29 (5:30 – 8:00pm).
- **Community Associations** from in the North Hill Communities area – Thursday, October 1 (6:00 – 8:00 pm)
- **Development Industry Representatives** – Wednesday, September 30 (11:30 am – 1:30 pm)
- **Calgary Planning Commission –** November 5, 2020.

A summary of the key themes we heard from stakeholders can be found in the table below.

Round Two Engagement Overview

The focus of the second round of engagement was to share the Revised North Hill Communities Local Area Plan draft and report back on the key changes made since the first round of engagement. In the second round of engagement, the refinements were reviewed and discussed and feedback was captured for consideration in the final preparation of the plan. Key changes for discussion in the second round of engagement included:

- ***Urban Form Categories:*** *discussing the removal of some active frontage areas.*
- ***Industrial Transition:*** *discussing how Industrial Transition has been applied in Map 3.*
- ***Transit Station Areas:*** *discussing Section 2.8 Transit Station Areas reorganization and refinements.*
- ***Historical Content:*** *discussing the additional heritage content provided by local historian.*
- ***Chapter 3:*** *discussing refinement to the implementation options.*
- *In addition to these key topics of discussion connected to the North Hill Communities Local Area Plan refinements, members of the Guidebook team also attended to discuss the new low-density residential policies in the Guidebook for Great Communities.*

The following sessions were held as part of the second round of engagement:

- **Development Industry Representatives** – Wednesday, December 9, 2020 (11:30 am -1:00 pm)
- **North Hill Communities Working Group 'Alumni' and Business Improvement Area Representatives** – Wednesday, December 9, 2020 (6:00 – 8:00 pm)
- **Community Associations** from in the North Hill Communities area – Monday, Dec 14, 2020 (6:00 – 8:00 pm)

A summary of the key themes we heard from stakeholders can be found in the table below.

Summary of Key Themes & City Responses

Round One Engagement

Summary of targeted stakeholder feedback from September/October 2020 and project team responses:

Urban Form Category Changes		
Theme	**Description**	**City Response**
Industrial transition zones	Stakeholders were interested in how the transition area between Greenview industrial area and the surrounding residential community would be covered by the revised urban form categories (UFC).	Industrial Transition is now mapped on **Map 3 – Urban Form** for the residential and commercial areas located around and within the Greenview Industrial area where it is shown with a hatched overlay. These areas are envisioned to support, in addition to their base residential or commercial UFCs, a range of low-impact industrial and small-scale manufacturing uses.
Application of Retail Ready UFC and Active Frontages	Stakeholders were interested in the difference between the Mixed and Retail Ready UFC, as well as the Active Frontage modifiers and were concerned about the Retail Ready UFC and Active Frontages possibly raising the cost of entry and thus freezing development on certain parcels. Stakeholders were also interesting in the compatibility of Retail Ready with existing developments at locations such at Centre Street and 16 Avenue N.	The Retail Ready UFC is now called Neighbourhood Commercial and still generally applies in the areas it did in the previous iteration of the plan. **Map 3 – Urban Form** has been revised to apply the Active Frontage modifier in targeted locations in the plan area, specifically sections of Main Streets and within Station Area Core Zones. Overall, the requirement for Active Frontages has been reduced due to commercial ready requirements in the Neighbourhood Commercial UFC and to allow for additional flexibility in certain areas.
Impacts to residential areas	Stakeholders were interested in the specific application of the residential UFCs, and whether the intent of previous iterations of the draft North Hill Communities Local Area Plan was possible using the revised UFCs.	In response to Council direction, there were changes to the residential UFCs of the Guidebook for Great Communities. As a result, the UFCs shown **on Map 3 Urban Form** have also changed. However, the general vision, established with stakeholders throughout the creation of this plan, has remained the same. In addition, the Guidebook team has been working on policies that address

		low-density housing in residential areas to be included in their plan and which would apply in the North Hill Communities Plan area. More information will be available at the session.
BRT connections	Stakeholders expressed an interest in considering how the BRT would connect to developments along 16 Avenue N.	**Section 2.5.6** contains policy direction which requires new development to integrate with and improve transit stops located along Main Streets, including 16 Avenue N. Design strategies include additional pedestrian connections. The Neighbourhood Commercial urban form category, which is the primary category along 16 Avenue N, also contains policies which require a public realm that is designed to support high volumes of pedestrians.
Street parking	Stakeholders wanted further details regarding parking regulations, including street parking on 16 Avenue N. and changes to parking policy to support changing retail trends.	On-street parking and parking regulations are governed by other City policy documents. However, **Section 3.3.2.3** of the North Hill Communities Plan recommends future mobility studies and policy updates consider on-street parking, specifically along Main Streets and in Activity Centres.

Transit Oriented Development		
Theme	**Description**	**Response**
Minimum building heights	Stakeholders had differing opinions on the appropriateness of minimum building heights at TOD locations. Some community stakeholders felt that the targets within the draft North Hill Local Area Plan were not sufficiently ambitious, and that the draft plan should include direction on quality design for higher buildings. Industry stakeholders cautioned that minimum building heights could increase the barrier to entry for developments due to additional requirements and would limit more organic development in a community. In	In **Section 2.8 Transit Station Areas**, the Plan has applied minimum building heights in areas immediately adjacent to Green Line Stations, known as Core Zones. These Core Zones are intended to support the future stations by providing buildings that can accommodate higher population and jobs. For the 16 Avenue Station Area, the project team reviewed building height requirements against the existing 16 Avenue Corridor ARP and determined

	addition, industry stakeholders pointed out that higher minimum building heights at certain TOD locations would require an abrupt transition to surrounding residential areas.	that the proposed minimums are consistent with requirements in that plan. Overall, the plan tries to strike a balance between requiring minimum building heights that support the future Green Line LRT and provide for a minimum street-wall in these locations but also allow for flexibility to realize development around the future stations.
Parking minimums	Stakeholders indicated that relaxations of parking requirements could help to encourage developments at TOD locations.	To support TOD developments, the City has employed a number of strategies. First, the land use bylaw allows for relaxations to be considered for developments which provide Transportation Demand Management measures and are near primary transit. Second, Council recently approved a change to the land use bylaw which has removed parking minimums for non-residential uses. The removal of minimums is intended to enable to market to determine the require amount of parking by considering a number of factors, including proximity to transit stations. Third, the Guidebook for Great Communities contains policies which allow for requirements to be relaxed or reduced in Activity Centres, Main Streets, and transit station areas. Finally, the North Hill Communities LAP supports alternative parking designs, protocols, and strategies where parcel depth is limited along Centre Street and enables underground parking under lanes and road rights-of-way setbacks along 16 Avenue N. See **Section 2.6 Urban Main Streets**.
9 Avenue N. Station	Some stakeholders indicated that there was limited ability for quality developments adjacent to the 9 Avenue N station due to restrictions in the surrounding community. Greater	The 9 Avenue N transition zone has been expanded to provide additional contextually sensitive development opportunities in the 9 Avenue N Station Areas. Due to their proximity with each

	development opportunities than what is currently show in the Plan.	other, the 16 Avenue N and 9 Avenue N station areas overlap and some of the envisioned intensification is shared between the two station areas. **See Chapter 2.8 Transit Station Areas.**

Heritage Section		
Theme	**Description**	**Response**
Scope	Stakeholders had questions about the scope of the Heritage section of the draft plan and expressed interest in including indigenous history as well.	The Plan has been amended to include additional historical context including indigenous history. See **Section 1.3** Community Context for more information.
New versus old community names	Stakeholders suggested renaming highlighted areas in the Historic areas map to reduce confusion between current versus historic locations (e.g. Historic Mount Pleasant).	The historic planning areas names are based on historic subdivisions which were built before the existing community boundaries were formed. As such, these areas have consistent characteristics which transcend current CA boundaries. Additional history content has been included in **Section 1.3 History** that describes the historical development of these early neighbourhoods.
Community character	Stakeholders were interested in including more description of the unique character of different communities within the plan.	The project team retained a local historian to provide additional historic background for the plan including content related to the history of the North Hill Communities from early human settlement to today. Additional content has been added to **Section 1.3 History**. This information is intended to provide the historic background for the unique and defining elements of the North Hill communities and set the background for the Heritage Planning Areas described in **Section 2.12**.

Chapter 3 – Supporting Growth		
Theme	**Description**	**Response**
Streetscapes	Some stakeholders had questions regarding plans for streetscape improvements along major corridors, including past Main Streets projects. These stakeholders suggested such improvements would best be achieved through bonusing agreement and other development incentives. Community stakeholders wanted further information about improvements along Centre Street prior to Green Line construction.	High-level policy guidance for Main Streets has been provided in **Section 3.2.2 Realizing Excellence in Urban Design**. This section is intended to provide strategic direction for planned and future Main Street streetscape improvements. Specific details of these improvements will be confirmed and coordinated through these separate projects. In addition, **policy 2.8.5** has been revised to provide incentive through additional building scale for the provision of substantially enhanced, high-quality public realm and public art or other unique design elements.
McHugh Bluff	Stakeholders wanted greater clarity around what was planned for McHugh Bluff, such as activity centres or other amenities.	Additional clarifying language has been added to **Section 3.2.1.6**. The intent of this section is to provide high level future investment direction which can inform future investment in McHugh Bluff and Crescent Heights Park. Clarification was made for small-scale commercial amenities to include things such as a small restaurant or café.
Tuxedo Park	Stakeholders expressed concern regarding a planned dry pond for Tuxedo Park, and its impact on future uses for that park.	Water Resources is currently exploring potential stormwater system improvements around Tuxedo Park. These improvements are subject to further analysis and a minor revision to **Section 3.2.1.3** to consider this in any future site design is forthcoming.
Tree protection	While stakeholders were encouraged by the acknowledgement of the urban forest within the draft plan, they were interested in stronger protection of trees.	In addition to **policy 2.4.5m,** which promotes the retention of health trees on private lands, additional tree canopy supportive language with refinements is included in **Section 3.2.4 Greening the City**. This section is intended to support and maintain a healthy, sustainable urban forest in the North Hill Communities and meet a tree canopy

		target of 16.5% by 2030. This target is consistent with the goals and objectives of the Municipal Development Plan.
Housing affordability	Stakeholders appreciated the inclusion of affordable housing in the draft plan but wondered if it was specific to the area or just a statement of The City's broader affordable housing program. Stakeholders were interested in creating lasting affordability within the plan area.	**Section 3.2.1.2 Affordable Housing** is intended to enable and support the inclusion of affordable housing objectives across the North Hill Communities. Additional references to affordable housing have been included in **Section 3.2.1.3** for Tuxedo Park. In addition, **policy 2.8.5** includes affordable housing as a possible option for where additional building scale is allowed.

Round Two Engagement

Summary of targeted stakeholder feedback from December 2020 and project team responses:

Urban Form Category Changes		
Theme	**Description**	**Response**
Building Scale and Transit Station Areas	Stakeholders wanted greater clarity about how the Transit Station Areas Transition Zones would work in practice. For example, the policies in place to help guide "appropriate transitions" from higher buildings down to residential areas. Specifically, questions were raised about the transition into surrounding residential areas from the 9 Avenue Transit Station Area, the north side of 16th Avenue and 10th Street as well as in areas shown on the Building Scale Map as appropriate for 6 storeys next to residential (such as 20th Avenue) where a transition area isn't specifically noted.	The intent of the Transition Zones and associated Guidebook policies is that development in the Transition Zone should be considerate of the surrounding area and local content and gradually transition from what is located in the Core Zone to what is located beyond the transition zone. For example, in the 16 Avenue Transit Station Area Core Zone the maximum building height is up to 26 storeys immediately adjacent to the future station with transitions to lower building heights as you move away from the station (see **Map 4: Building Scale**). The 16 Avenue Transition Zone indicates that a maximum building height of up to 6 storeys be considered appropriate with the local surrounding and content in mind. In addition to the Guidebook Transition Zone policies there are also policies in

		the Plan that speak to transition in sections: **2.4 General Policies**, **2.6 Urban Main Streets**, **2.8 Transit Station Areas**. Based on the transition-focused direction and policies within the Guidebook and the Plan, appropriate transition is something that will looked at in detail during an application review when a specific development is proposed as the proposal, site and specific surrounding area can be considered in context to ensure the transition is appropriate. There would be an opportunity for the public to comment on the transition if/when a land use or development were proposed by a landowner.
Future growth concept and mobility	Stakeholders indicated a desire to understand how mobility (pedestrian and cycle networks as well as traffic flow) will be considered based on the future growth concept as well as the Green Line running at grade on Centre Street. Specifically, stakeholders expressed general concern connected to mobility within Transit Station Areas (particularly 9 Avenue) and along Centre Street and Edmonton Trail due to the presence of the Green Line (for example, the impact of increased traffic along Edmonton Trail due to the Green Line now running above grade along Centre Street). Stakeholders expressed a desire for The City to look into mobility impacts and to provide a prospective timeline for mobility studies to be undertaken.	Currently, the Green Line project team is undertaking functional design and modeling work in the area and additional mobility studies are planned for the future; however, specific timelines have not been determined. Local area plans are intended to provide a longer-term vision and foundation for growth and change in the area whereas specific solutions and implementation-level projects generally have a shorter-term and more detailed focus and are initiated as resources and funding become available. It is important to keep in mind that there are limitations to the level of detail that is appropriate to include within a local area plan. The Plan does include section **4.3 Local Area Plan Implementation, Monitoring, Review and Amendments** which was updated to indicate there may be a need for updates to the Plan following the completion of future mobility and other studies in the area. The Plan also includes a **Mobility Network Map (Appendix C: Mobility)** that identifies existing and recommended connections. This map is intended to compliment the

		implementations options outlined in Section 3.2.3 Connecting the City. From a Guidebook perspective, the Core Zone and Transition Zone urban forms include mobility policies to help ensure that any new development in those areas enhance mobility and connectivity. In general, mobility connections will be considered when applications are received and (as mentioned above) when funding is allocated for mobility-focused initiatives.
Active frontage	Stakeholders inquired about potential impacts to businesses and the pedestrian experience along Centre Street and Edmonton Trail in areas where active frontage was versus was not included. Specifically, stakeholders were looking to better understand implications for sections of Main Streets where active frontage was not included. There was concern that areas that did not have active frontage may not be considered appropriate for desired uses (such as restaurants, etc.) and therefore, may become less desirable destinations for pedestrians and businesses along the main street.	The application of Active Frontage (**shown in blue on Map 3: Urban Form**) is intended to draw finer grain retail to strategic locations (such as the intersection of Centre Street and 16 Avenue). There is a limit to the amount of active retail that will realistically build out along the Main Streets, so active frontage has been place in areas and nodes where we really want to see those active uses. That being said, the intent is for all buildings along the Main Street to contribute to a consistent public realm experience – there is just a bit more flexibility with what you can do in the areas that are not included within the active frontage. In terms of the visitor/pedestrian experience, the Plan includes several policies that speak to the desired outcomes along the Main Streets (**section 2.5 Main Streets, 2.6 Urban Main Streets, 2.7 Neighbourhood Main Streets**). These policies encourage the creation of high-quality buildings on Main Streets that enhance the pedestrian experience and public realm while supporting medium to high levels of pedestrian activity. The Guidebook also includes policies associated to the urban form categories that have been placed along the Main Streets in the Plan area (for example, interfaces between the

		building and street would be captured in the underlying neighbourhood commercial category – **shown in red on Map 3: Urban Form** in the Plan). With these policies in place, if/when development occurs, there is a focus on public realm and urban design elements that should exist between the building and the street interface (for example, seating, wider sidewalks, landscaping, etc.) that support the Main Streets being desirable destinations.
Comprehensive Planning Sites	Stakeholders were looking for clarification about Comprehensive Planning Sites. Specifically, why there aren't urban form categories associated with all of them and what steps those sites go through if/when an application is received?	There are several examples of comprehensive sites–often these are larger geographic areas with one primary landowner–through the plan area (for example: Centre Street Church, Midfield, Highland Park). Urban forms have not been outlined for all of these areas as there unknows remain at this time associated to these sites and additional planning work (public/private) will likely need to be undertaken before urban forms would be added. For example, may of these sites likely require the intermediate planning step of a master plan or outline plan being completed (which would outline where infrastructure such as roads would be located). The Plan can be amended once there is more certainty about each site. In addition to the policies for Comprehensive Planning Sites set out in the Guidebook, the Plan provides high level guiding principles which apply to future development of the site and will inform the application of Urban Form Categories. Building scale (**Map 4: Building Scale**) has been applied to some Comprehensive Planning Sites.
Future Urban Form Map updates	Stakeholders were looking for clarity around the process for updating the Urban Form Map. For example, stakeholders were wondering if the plan would require an amendment if an	In general, the intent of the Plan is to provide a foundation, but still allow for flexibility overtime as local conditions and circumstances change and site/parcel specific conditions are looked at in more detail. With that in mind, there

	application were approved that did not align with the Plan. Stakeholders were also looking for clarification/confirmation about the association between the Urban Form Map and land use zoning.	may be instances when an application to change the zoning on a parcel is made that does not align with the urban form category that is outlined in the Plan. If that were the case, the applicant would also need to propose an amendment to the Plan. These proposals would be reviewed by Administration and a recommendation would be presented to Council. During Administration's review there would be an opportunity for the public to provide comments. Council is the decision maker for all land use zoning changes and policy amendments, so if Council were to approve a land use redesignation application, the urban form map would be updated to reflect this change. The urban form map is not intended to be a zoning map or to reflect the current zoning that is in place. Zoning does not change when a local area plan is approved, it can only change if a land use amendment application is approved by Council (on a parcel-by-parcel basis). The land use associated to each parcel in Calgary is outlined in the Land Use Bylaw. The urban form map is intended to inform future land use redesignation decisions of Council.

Industrial Transition		
Theme	**Description**	**Response**
Industrial Transition versus Industrial General	Stakeholders were generally pleased with the Industrial Transition revisions made to the Plan. Stakeholders sought clarity about the differences between Industrial Transition with an urban form base of Neighbourhood Local or Commercial Corridor versus the Industrial General urban form. For example, how does the base urban form	Industrial Transition is shown in cross hatching on top of a base urban form (as seen on **Map 3: Urban Form**) – these are areas where a transition from residential or commercial to light/low impact industrial may already by occurring and/or is seen as appropriate.

	change the outcome of the application of Industrial Transition? What types of uses would be permitted within Industrial Transition versus Industrial General?	Looking at the west side of Greenview Industrial, there are residential parcels (Neighbourhood Local) that front onto the Industrial area. By having the Industrial Transition on top of the Neighbourhood Local urban form, the Plan indicates there is potential that this area could be used as low-impact light industrial – something like a workshop. The same is true for Commercial Corridor parcels along Edmonton Trail. These parcels may develop as commercial and/or light industrial uses.
Additional Industrial Transition	Stakeholders noted that the commercial/industrial transition that is already happening doesn't necessarily stop at Nose Creek or the 32 Ave connector and that there may be some areas on the east side (41 Ave/32 Ave along 6a street - Healthy Choices, Polaris, auto dealerships, etc.) that should be looked at and considered for Industrial Transition as well.	The Industrial Transition policy modifier has been applied to areas that are near Industrial General areas. The industrial transition policy modifier is not intended to be applied to parcels which already have a base industrial urban form category. Many of the parcels identified by stakeholders are identified as Industrial General and will allow for light industrial uses. To apply Industrial Transition to the suggested areas, the base urban form category would need to change which may result in non-industrial development. A goal of the MDP is to protect the integrity and long-term viability of existing industrial areas, including the Greenview Industrial Area. As such, the project team, in consultation with stakeholders, chose to identify all existing industrial lands as the Industrial General urban form category.

Transit Station Areas		
Theme	**Description**	**Response**
Treatment of BRT versus	Stakeholders were interested in the treatment of Bus Rapid Transit (BRT) stations versus LRT stations. Specifically, it was noted that perhaps	Generally, BRT is a transit station, and therefore BRT station are considered Transit Station Areas. The policies behind the LRT are similar for the BRT;

LRT as Transit Station Areas	there should be more of a focus on BRT as it may be a while until the Green Line is realized and areas such 16 Avenue may remain hubs for areas north of 16 Avenue, beyond the approved Green Line route. It was also noted that certain development policies referenced LRT stations but not BRT stations (policy 5 under section 2.8.) and stakeholders inquired about whether that policy should be applied to BRT as well.	however, policies for development around BRT stations are captured in **Maps 3 and 4 (Urban Form and Building Scale) as well as through the policies for Main Streets**. Green Line stations were specifically called out in a bit more detail because there was specific Council direction to align the Plan more directly to the approved Green Line stations/route (for example, the addition of the 9th Avenue station). In **Map 2: Community Characteristics and Attributes**, both LRT and BRT stations shown. BRT stations were looked at in detail and some have higher scales and active frontage (near SAIT for example). The Centre Street Green Line LRT alignment is consistent with planned Centre Street BRT enhancements. Planned BRT stations will be located at or near planned LRT station locations. As such, the Station Area vision in the Plan, including the applied urban form categories and building, support both LRT and BRT. The BRT enhancements are anticipated to provide an upgrade to Route 301 which currently operates on Centre St.
Transit Station Area Transition Zones	Stakeholders were looking for additional clarity about the intent of the transition language that was added in the Transit Station Areas section. Specifically, stakeholders asked for clarification about whether there were any specific or consistently applied Transition Zone policies beyond the general transition direction that is provided through the change in Urban Form Map and Scale Map (where for example, the maps already indicates a transition from Neighbourhood Commercial/Low Scale to Neighbourhood Local/Limited Scale).	The Plan aims to gradually transition down to the surrounding community (a more moderate scale–relatively to the surrounding area). For example, generally development might transition from high intensity to moderate to low, but the nuances of that transition would be context specific and would be looked at in more detail at an application stage. The Guidebook includes polices that apply to all Transit Station Areas and the North Hill Plan includes policies that apply to specific stations. The Plan focuses growth opportunities along Main Streets and within Transit Station Areas, but when you look at the scale, you can

		see there are different scales that would be allowed in different areas. For example, there are lower scales around 9th Ave. A lot the scale is along centre and mostly around 16th and centre. What this is trying to communicate is the Plan recognizes that 9th Ave station is different than 16th Ave station. The Guidebook includes policies that direct development in Transition Zones to support a transition from higher to moderate intensity uses and scale from the core zone to the rest of the community.
9 Avenue Station Area transition	Stakeholders had mixed feedback about the area surrounding 9 Avenue Station Area. Industry stakeholders were pleased to see the addition of a transition zone and noted that the transition area ended mid-block and wondered if it was intentional. Community stakeholders had questions about how appropriate transition would be determined from the Core Zone to the Transition Zone and into the residential area. Stakeholders were also concerned there may be confusion around what applies and what doesn't apply and/or what can/can't be developed in the Transition Zone and Heritage Guidelines Area.	The Transition Zone was expanded slightly around 9 Avenue in the Plan which activates the Transition Zone policies in the Guidebook (increasing the focus on high-quality public realm and connectivity associated to development). The use of the lowest scale (Limited – up to 3 storeys) around the 9 Avenue Station area was intentional in the Plan (see **Map 4: Building Scale**) as the 9 Avenue Station Area is seen as community station and is situated between the Crescent Heights and Beaumont/Regal Terrace Heritage Guideline Areas. As a community station, development intensity is envisioned to focus primarily on Centre Street N (minimum 2 storeys) with appropriate transitions provided to surrounding residential areas – relative to the surrounding area/context. Ending the transition zone mid-block was intentional to help further indicate the intention of transitioning down and out into the community. Additional work is required when it comes to the Heritage Guidelines Areas. The City is planning on coming back out to look at the Heritage Guidelines Areas and create additional policies to ensure that new development fits contextually.

		For heritage areas, the intent is not to stifle development, but to ensure that when development occurs, it is contextually appropriate. **Map 3: Urban Form** and **Map 4: Building Scale** are main reference points for what developments are appropriate in the area, with additional guidance coming in the future through the Heritage work.

Historical Content		
Theme	**Description**	**Response**
Content quality and intention	Stakeholders were pleased with the history section noting that it had good form and content and was interesting to read through. A question about the connection between and/or implication of the history section on the policies with the Plan.	It is important to set the stage, with the historical content, for the rest of the Plan and specifically relate the area's history to the Heritage Guidelines Area section (**Section 2.12**). The Heritage Guidelines Area section is currently presented as a placeholder for future work. The intent is to go into those areas and implement the heritage tools that Council approved. Balmoral and Beaumont circuses are urban design elements that are reflective of the history of the area and are good examples of a historical aspect with a current connection to an implementation initiative. That is why they are called out in the Heritage section and section 3.

Other		
Theme	**Description**	**City Response**
Plan updates & refresh cycle	Stakeholders indicated a desire to see more commitment around future work in the North Hill Communities area (such as Transportation mobility studies and Heritage Guidelines), funding (connected to Implementation Options) and/or timelines for the Plan to be updated. Stakeholders suggested that section 4.3	Part of the rationale for looking at these larger planning areas is that there are currently around 260 area plans and the ability to update them is limited. A driving element of the multi-community local area planning approach is the idea of reducing number of statutory plans and revisiting them more frequently.

	could be expanded on to outline forthcoming City initiatives. Stakeholders were also looking for some additional information about the frequency for plans to be updated. Stakeholders noted that perhaps once The City gets through a few more local area plans and has a better idea of timelines, cost, etc. that expectations for a refresh cycle could be communicated.	Although no commitments can be made in terms of a refresh cycle at this point, the need for more certainly has been noted and will be considered by Administration. Additional content was added to **Section 4.3 Local Area Plan Implementation Monitoring, Review and Amendments**. This section identifies that future amendments to the Plan may include, but are not limited to, heritage guidelines/policies, mobility studies and policies, and updates to the implementation section (**Section 3.2**).

Next Steps

The refined North Hill Communities Local Area Plan (North Hill LAP), along with the Guidebook for Great Communities (Guidebook) are scheduled to be publicly released on January 4, 2021.

Based on the importance of these policies and plans to citizens and our stakeholders, the holiday season, and the unprecedented situation in which we find ourselves with the COVID pandemic, we're ensuring there is more time for people to review and learn about the newly refined Guidebook and North Hill Communities LAP in 2021.

The following information outlines the plan for public release and review, leading up to the Combined Meeting of Council:

January 4: Publicly release and circulate refined Guidebook (Calgary.ca/guidebook) and North Hill LAP (Calgary.ca/NorthHill).

January 13: Present to the Standing Policy Committee on Planning and Urban Development for initial overview and update.

This is intended to be an initial introduction of the Guidebook and North Hill Communities LAP. Administration will deliver a joint overview presentation and be available to answer questions.

The proposed Guidebook and North Hill Communities LAP, along with the supporting reports and attachments, will be made public ahead of this meeting. The public can participate at this meeting, should they be ready at that time. Members of the public who would like additional time for review and comment preparation are encouraged to participate at the February 3 PUD Committee meeting.

February 3: Present to the Standing Policy Committee on Planning and Urban Development for recommendation.

A more fulsome presentation and discussion on the Guidebook and North Hill Communities Local Area Plan will take place at this time. This meeting will include an additional and more in-depth presentation on the Guidebook and North Hill Communities LAP as well as the opportunity for a more fulsome discussion. Members of the public may provide initial or subsequent comments at this meeting.

March 22: Public Hearing of Council (pending Committee's recommendation)

The Guidebook and North Hill Communities Local Area Plan will be brought forward to the Combined Meeting of Council (pending PUD Committee recommendation). This public hearing is another opportunity for citizens and Council to ask questions and provide comment. This meeting of Council will include a Council decision.