

Council Direction and Plan Revisions Summary

This table summarizes Council's direction for revisions to the proposed North Hill Communities Local Area Plan given on July 27, 2020 and what the project team has done to date to address that direction.

| Theme | What we heard | Who did we hear this from | How we proposed to address this in the North Hill Communities Local Area Plan (from PUD2020-0739) | How we have addressed this in the revised North Hill Communities Local Area Plan |
|---------------------------------|--|--|--|--|
| 1. Alignment with the Guidebook | <ul style="list-style-type: none"> The Plan should more closely align with the Guidebook in terms of content and visual identity. | <ul style="list-style-type: none"> Some members of Council at March 4 PUD Community Associations | <ul style="list-style-type: none"> Revise the Plan to better align with the Guidebook by removing duplicate descriptions and sections for urban form categories, policy and scale modifiers, and adding content to promote quality streetscape outcomes. Work with Creative Services to more closely align the visual identity of the Plan with the Guidebook. | <ul style="list-style-type: none"> The Plan has been revised to include the new urban form categories and align with the Guidebook. Sections of the Plan that duplicate the Guidebook including summaries of the urban form categories and policy modifiers have been removed and replaced with new Section 2.2 that summarizes the Guidebook. The Plan has been redesigned with an 8.5 x 11 portrait format including new chapter starts and images throughout. This new layout will more closely align with the Guidebook. |

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| 2. Alignment with approved Green Line | <ul style="list-style-type: none"> The plan should be aligned with the Council approved Green Line LRT alignment north of the Bow River including identifying a station at 9 Avenue and ensuring policies support transit-oriented development. | <ul style="list-style-type: none"> Some members of Council at March 4 PUD Community Associations Crescent Heights Village BIA | <ul style="list-style-type: none"> Revise the Plan to formally identify the planned 9 Avenue Green Line LRT station and review to ensure that policies and maps support transit-oriented development in this location. Identify core and transition areas around future Green Line LRT stations that more closely align the Plan with the transit-oriented development policies of the Guidebook and include policies for minimum development intensity, where appropriate, in these areas. | <ul style="list-style-type: none"> Map 2: Community Characteristics and Attributes has been updated to identify the 9 Avenue Green Line LRT Station. Revisions made to section 2.8 Transit Station Areas to add vision for each station area, new station area maps that identify Core and Transition Zones, and policies for minimum building heights. This section was revised based on stakeholder comments to expand Transition Zones around 16 Avenue and 9 Avenue Stations. |
| 3. Local historical context and character | <ul style="list-style-type: none"> The Plan should provide additional context for historic community/neighbourhood development and character of the communities. The Plan should include greater recognition of Indigenous history. | <ul style="list-style-type: none"> Some members of Council at March 4 PUD Community Associations Crescent Heights Village BIA | <ul style="list-style-type: none"> Revise the Plan and provide additional historical and character context in Chapter 1: Visualizing Growth that considers historical community development, as well as recognition of indigenous history, and celebrates unique historical elements, neighbourhood structure, sense of place, to set the foundations for urban | <ul style="list-style-type: none"> The history section has been revised to include additional historical information for the area. This includes better recognition of indigenous history and a more detailed summary of historic urban development in the area including the identification of unique historic elements and the historic neighbourhoods that form the basis for |

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| | | | <p>design and public realm improvements.</p> <ul style="list-style-type: none"> Align the Plan with the Heritage Policy Tools and Financial Incentives work and include Map C: Heritage Planning Areas in Chapter 2: Enabling Growth. | <p>today's communities (Section 1.3).</p> <ul style="list-style-type: none"> Section 2.12 has been revised to align with Council direction on the Heritage Policy Tools and Financial Incentives work. A revised (and renamed) Heritage Guideline Areas map is now included in section 2.12. This map identifies updated concentrations of historic assets within the Plan area (identified by the historic neighbourhoods within which they are located). This map would become statutory following approval. |
| <p>4. Urban tree canopy</p> | <ul style="list-style-type: none"> The Plan should better recognize and/or include policy for the urban tree canopy. | <ul style="list-style-type: none"> Some members of Council at March 4 PUD Community Associations | <ul style="list-style-type: none"> Revise the Plan to include better recognition of the tree canopy in the Core Ideas (Section 1.2) and review, and revise where necessary, both the Plan and the Guidebook to ensure that policies support the urban canopy growth more broadly. | <ul style="list-style-type: none"> The Core Ideas have been revised to include better recognition of the urban tree canopy (Section 1.2). Additional content has been included in the Community Characteristics and Attributes section to acknowledge the importance of the urban tree canopy as a character defining element |

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| | | | | <p>of the North Hill Communities (Section 1.3).</p> <ul style="list-style-type: none"> • An additional tree protection policy for trees on private lots is now included in Chapter 2 to promote preservation of the urban tree canopy (Policy 2.4.4). • New Urban Forest Implementation Option has been added to Chapter 3 that includes locally specific tree canopy targets and actions to help achieve those targets (Section 3.2.4.1). |
| <p>5. Opportunities for place making and public realm improvement</p> | <ul style="list-style-type: none"> • The Plan should more clearly identify opportunities for place making and public realm improvements to support the Plan’s vision | <ul style="list-style-type: none"> • Some members of Council at March 4 PUD • Community Associations | <ul style="list-style-type: none"> • Revise Chapter 3: Supporting Growth and Appendix A: Implementation Options to better communicate and identify opportunities for place making and public realm improvements including an additional map(s). | <ul style="list-style-type: none"> • Chapter 3: Supporting Growth has been revised to more clearly identify and provide high-level strategic direction on opportunities for place making and public realm improvements as well as other supporting growth objectives such as mobility connections. |

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| 6. Parks and Open Space Frontages | <ul style="list-style-type: none"> Desire for additional areas to be identified with the Parks and Open Space Frontage. | <ul style="list-style-type: none"> Some members of Council at March 4 PUD | <ul style="list-style-type: none"> Revise Map 3: Urban Form to identify additional Parks and Open Space Frontage modifiers along key areas including but not limited to such as Confederation Park and Winston Heights Park. | <ul style="list-style-type: none"> Parks and Open Space Frontages are now captured within Guidebook policies for all interfaces between development sites and parks and open space. It is no longer a mapped feature. |
| 7. Commercial Clusters, Neighbourhood Activity Centres, and mixed-use streets | <ul style="list-style-type: none"> Desire for additional Commercial Clusters, Neighbourhood Activity Centres, and mixed-use streets to be identified in the Plan | <ul style="list-style-type: none"> Some members of Council at March 4 PUD | <ul style="list-style-type: none"> Explore opportunities for additional Commercial Cluster modifiers, Neighbourhood Activity Centres, and mixed-use streets within the Plan area. | <ul style="list-style-type: none"> Proposed revisions to the Guidebook's urban form categories now include a Neighbourhood Flex category. This category provides greater opportunity for mixed-use development and has been applied along portions of Edmonton Trail and around the neighbourhood activity centres on 20 Avenue at 14 Street NW, 10 Street NW, and 4 Street NW (Map 3: Urban Form). |
| 8. On-street parking | <ul style="list-style-type: none"> Desire for policies regarding on-street | <ul style="list-style-type: none"> Some members of Council at March 4 PUD | <ul style="list-style-type: none"> Include a policy that enables on-street parking in key | <ul style="list-style-type: none"> New transportation direction has been added to Chapter |

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| | parking in key locations to support commercial activities. | <ul style="list-style-type: none"> • Development Industry • Land Owners | locations such as along Urban or Neighbourhood Main Street and Active Frontages, to support commercial activity. | 3 – Mobility Studies and Policy Updates (Section 3.2.3.3) that directs updates to the Plan following approval of the Calgary Transportation Plan, Green Line North Mobility Study, and any recommendations/outcomes from the Notice of Motion for bylaw setback review that allows for on-street parking on the area's Main Streets and within Activity Centres. |
| 9. Mobility corridors | <ul style="list-style-type: none"> • The Plan should identify mobility corridors that align with and support the updated Calgary Transportation Plan (CTP) and Pathway and Bikeway Plan. | <ul style="list-style-type: none"> • Some members of Council at March 4 PUD | <ul style="list-style-type: none"> • Include a map that identifies mobility corridors (walking, cycling, and pathways) in the Plan area and connecting to surrounding area. | <ul style="list-style-type: none"> • A mobility map (Map C) has been added as Appendix C to the Plan. This map identifies walking, cycling, and pathways as well as transit corridors in the Plan area and includes the 5A network from the proposed Calgary Transportation Plan. |
| 10. Road rights-of-way setbacks | <ul style="list-style-type: none"> • The Plan should provide policy guidance for opportunities for public | <ul style="list-style-type: none"> • Some members of Council at March 4 PUD | <ul style="list-style-type: none"> • Include a new policy that provides guidance for public realm improvements within | <ul style="list-style-type: none"> • A new policy has been added to Chapter 2 that encourages enhanced public |

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| | <p>realm improvements within road rights-of-way setbacks</p> | | <p>road rights-of-way setbacks that can be undertaken at the time of redevelopment.</p> | <p>realm improvements within rights-of-way setbacks (Policy 2.4.6).</p> <ul style="list-style-type: none"> As noted above, further amendments to the Plan may be forthcoming pending the outcome of the Notice of Motion for bylaw setbacks. |
| <p>11. Guidebook – Urban Form Classification System</p> | <ul style="list-style-type: none"> The system is too complicated. Lack of clarity on the differentiation between different categories. Too many permutations when applying policy modifiers to urban form categories. Desire for an alternative classification system that does not distinguish between residential and commercial. | <ul style="list-style-type: none"> Some members of Council at March 4 PUD Members of CPC through LAP workshops Insights through participation in pilot LAP processes | <ul style="list-style-type: none"> As noted in PUD2020-0721, there may be forthcoming revisions to the Urban Form Classification System that could impact the North Hill Communities Local Area Plan. Depending on the scope of those changes additional work/engagement may be required on the North Hill Communities LAP. | <ul style="list-style-type: none"> Map 3: Urban Form has been revised to reflect the new urban form categories from the Guidebook. |