

North Hill Communities Local Area Plan – Proposed Amendments

1. In Section 1.1, entitled “Introduction”, after the first paragraph add the following:

“The nine communities and the Greenview Industrial area have their own unique history and evolution which is detailed in Section 1.3.”

2. In Section 2.3, entitled “Future Growth Concept”, replace Map 3: Urban Form with the attached revised Map 3: Urban Form.
3. In Section 2.3, entitled “Future Growth Concept”, replace Map 4: Building Scale with the attached revised Map 4: Building Scale.
4. In Section 2.4, entitled “General Policies”, in 2.4.4 replace the words “**Inventory of Evaluated Heritage Resources**” with “**Inventory of Evaluated Historic Resources**”.
5. In Section 2.12, entitled “Heritage Guideline Areas”, in the last sentence of the first paragraph delete the words, “or consideration as a heritage resource.”
6. In Section 2.12, entitled “Heritage Guideline Areas”, replace the first sentence of the second paragraph with the following:

“To celebrate the history of the North Hill Communities as some of Calgary’s earliest neighbourhoods and respect the area’s **heritage assets, Heritage Guideline Areas** have been identified for areas that have concentrated groups of **heritage assets**. These are conceptually shown on **Map 5: Heritage Guideline Areas**.”
7. In Section 2.12, entitled “Heritage Guideline Areas”, replace 2.12.1 with the following:

“1. Land use redesignations for higher density development are strongly discouraged until further heritage tools and guidelines have been established for the Plan area.”
8. In Section 3.2.4, entitled “Greening the City”, in sub-section 1, “Urban Forest”, add the following after policy “d”:

“e. Invest in ongoing maintenance and lifecycle of public trees.”
9. In Appendix A, entitled “Implementation Options (What We’ve Heard)”, under “Connecting the City” add the following to the table:

	The Regal Crescent: With future updates to the Plan, explore improved pedestrian connections between Rotary Park to Tom Campbell’s Hill while respecting the natural	Crescent Heights and Renfrew
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Connecting the City	state of open spaces along the escarpment.	
	Unite the Heights: Explore providing and enhancing pedestrian and cycling routes to connect the Blue Line Max Bell LRT Station to the Green Line 9 Avenue N LRT Station along 8 Ave NE.	Crescent Heights and Renfrew

10. In Appendix A, entitled “Implementation Options (What We’ve Heard)”, under “Greening the City” add the following:

Greening the City	Develop a large canopy tree lifecycle program to proactively replace declining large canopy trees preventing canopy gaps.	Varies
	Develop an enhanced maintenance and operations program supporting the urban forest along higher activity streets.	Varies
	Develop an infrastructure delivery program aimed at supporting sustainable tree planting in capital projects.	Varies
	Support public education projects aimed at protect on, maintenance, and planting of trees on private land.	Varies

11. In Appendix C, entitled “Mobility”, replace the first and second paragraphs with the following:

Map C1: Pedestrian Corridors and **Map C2: Cycling Network** identify existing pedestrian and cycling mobility connections and recommended mobility improvements within and surrounding the North Hill Communities. The maps are based on but also inform **The Always Available for All Ages & Abilities (5A) Map** of the **Calgary Transportation Plan (CTP)** and show existing and recommended connections identified in the CTP at the **local area plan** level.

Improvements to the mobility network will prioritize **pedestrians** and cyclists where possible, by providing accessible pathway and bikeway connections between the communities and to local and regional destinations, and supporting the Future Growth Concept with appropriate facilities in the public right-of-way. Improvements identified on **Maps C1** and **C2** will take time and will be phased as budget allows, subject to technical feasibility. This map is intended to compliment and inform the implementation options

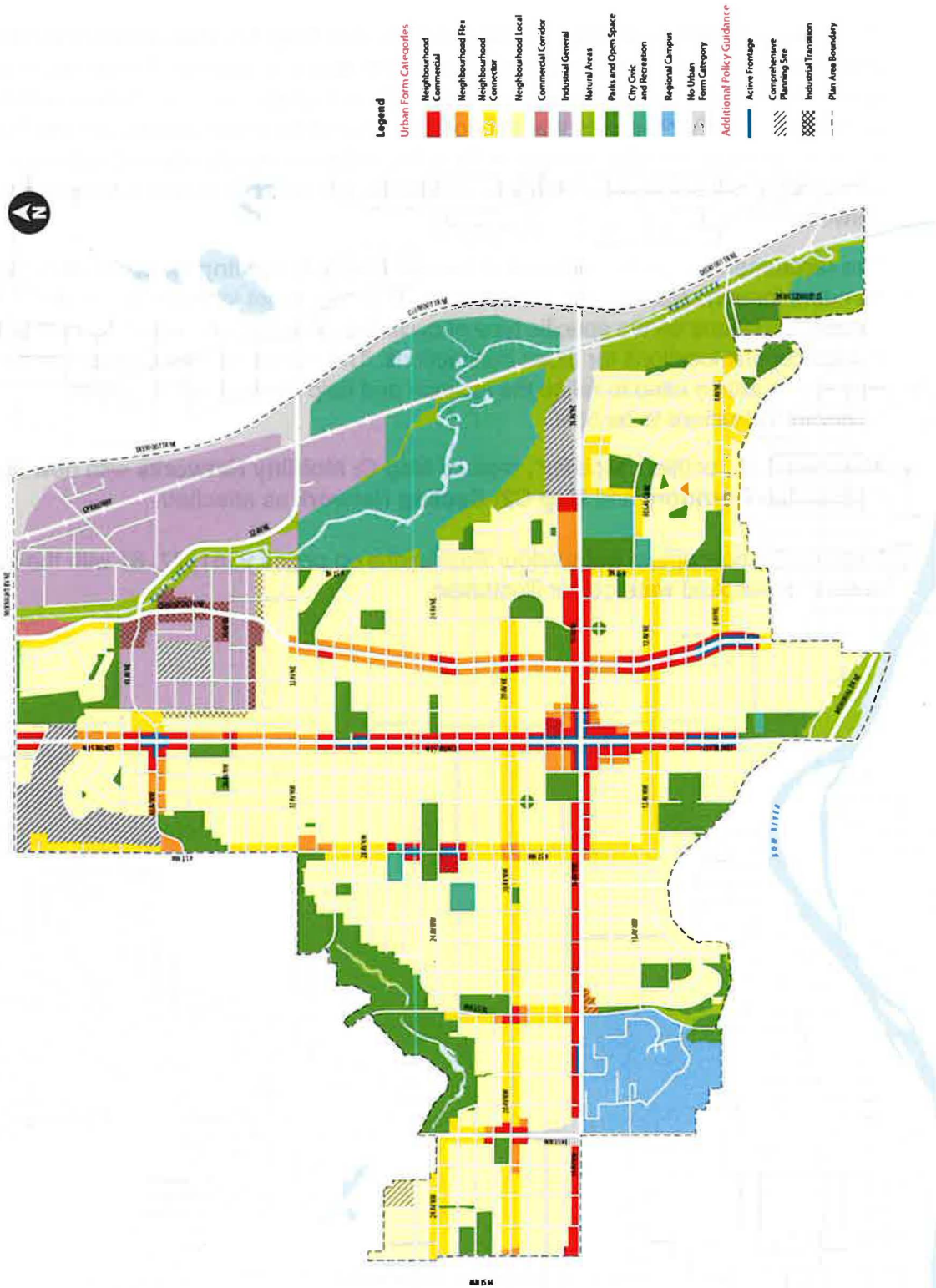
identified in Section 3.2.3 Connecting the City as well as future mobility improvements and investment.

The recommended pedestrian corridors depicted on **Map C1: Pedestrian Corridors** inform streets where enhanced pedestrian realm space is desired. Enhanced pedestrian realm may include elements such as wider sidewalk space, furniture zones, seating, plantings, and other features that support the envisioned street activity and the Future Growth Concept. All other streets, without the *recommended pedestrian corridor* designation, will still provide standard residential sidewalks to create a complete walking network.

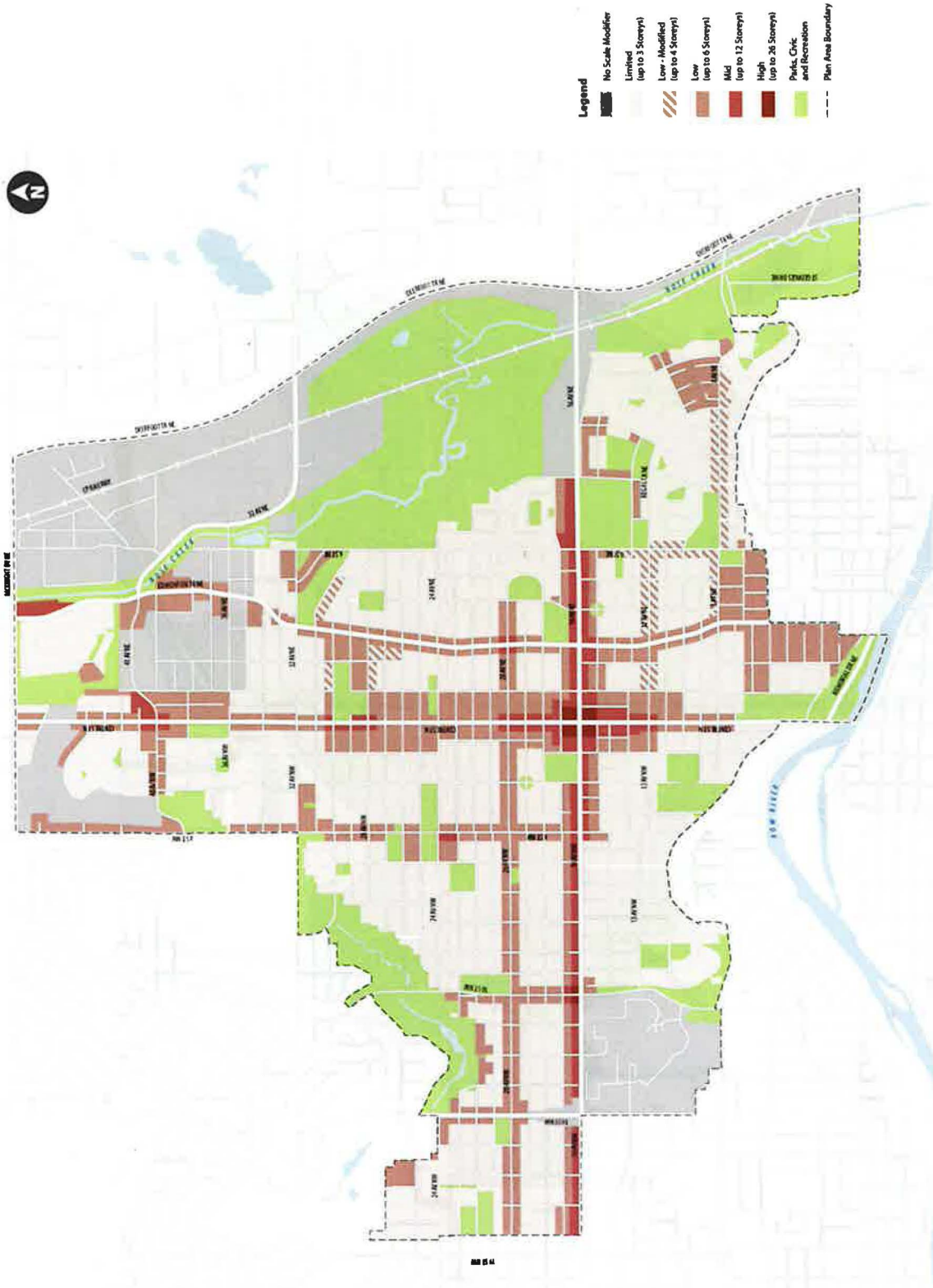
The recommended cycling network shown on **Map C2: Cycling Network** identifies corridors for enhanced cycling connections. The map is not intended to make recommendations on the specific type of cycling connection that would be built but rather the conceptual locations for those connections. The Future Growth Concept and right-of-way space will be used to refine the location and help determine the type of facility/infrastructure to be built.

12. In Appendix C, entitled "Mobility", replace **Map C: Mobility Networks** with new **Map C1: Pedestrian Corridors** and **Map C2: Cycling Network** as attached.
13. Replace the conceptual watercolour illustrations on pages 9, 51, 77, 81 with the attached revised conceptual watercolour illustration.

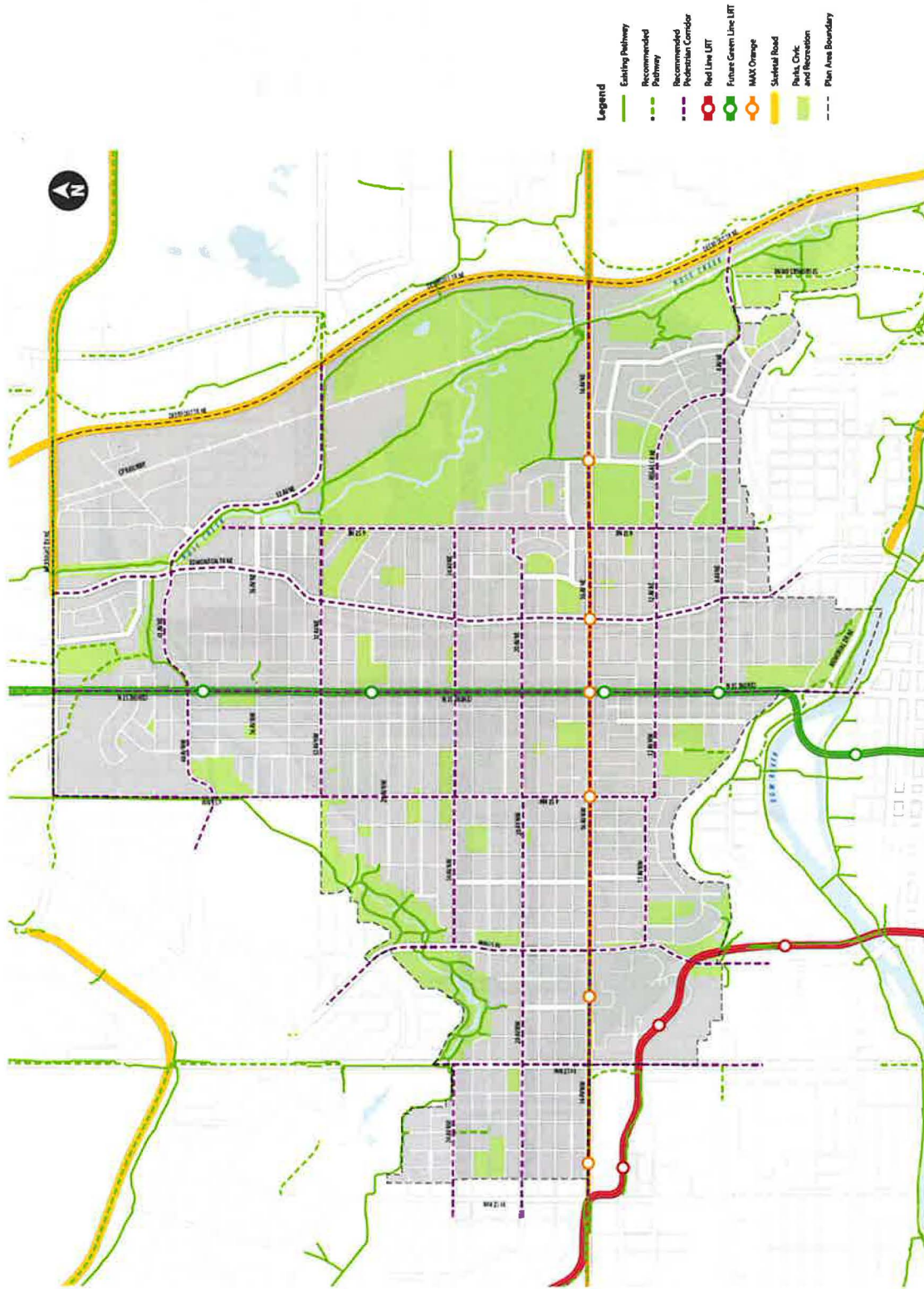
Revised Map 3: Urban Form



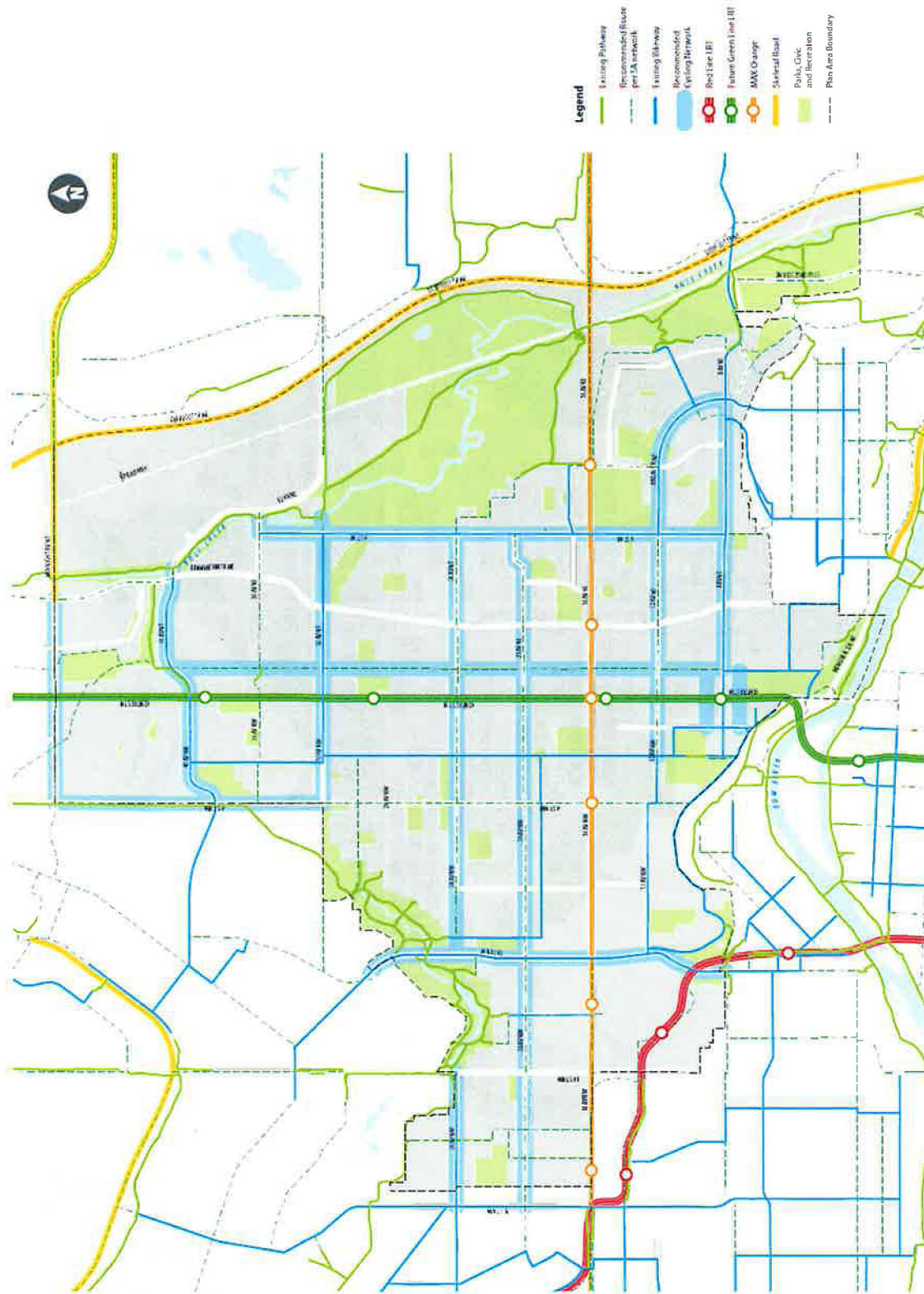
Revised Map 4: Building Scale



New Map C1: Pedestrian Corridors



New Map C2: Cycling Network



Revised Conceptual Watercolour Map



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