

**POLICY AMENDMENT
BANFF TRAIL AND CAPITOL HILL (WARD 7)
BYLAWS 11P2016 AND 12P2016**

EXECUTIVE SUMMARY

This report proposes amendments to the Banff Trail Area Redevelopment Plan (ARP) and the Capitol Hill component of the North Hill Area ARP. Administration, working with area residents and landowners, has identified areas in both communities which would be appropriate for modest redevelopment. Proposed amendments include; revisions to future land use maps, the addition of building height maps and revisions to the residential policy sections of both ARPs.

PREVIOUS COUNCIL DIRECTION

2011 October 3 – With the approval of the Banff Trail Station Area Redevelopment Plan Council directed Administration to engage the community of Banff Trail to explore future Transit Oriented Development policies east of the LRT alignment along Capitol Hill Crescent NW.

2013 April 22 – Following consideration of a Land Use Amendment in the Community of Banff Trail (CPC2013-006), Council approved a Motion Arising directing Administration to:

Work with the Banff Trail Community Association and other local stakeholders to identify potential locations for modest redevelopment, consistent with the policies of the Municipal Development Plan, within the Banff Trail Area Redevelopment Plan boundaries. This work should be done as part of the Banff Trail Station Area Redevelopment Plan Phase 2 Project identified in the 2013 Land Use and Planning Corporate Work Program. Where appropriate, this may include bringing forward amendments to the Banff Trail Area Redevelopment Plan

2014 October 6 – Following consideration of Amendments to add the R-CG (Residential Grade-Oriented Infill District) (CPC2014-109) to the Land Use Bylaw, Council approved a Motion Arising. Administration was directed to:

Pursue, as part of the ongoing Banff Trail and Capitol Hill Community Planning Project, opportunities for appropriate Area Redevelopment Plan amendments and following approval, corresponding City-initiated Land Use Bylaw redesignations, as they relate to R-CG.

ADMINISTRATION RECOMMENDATION(S)

2016 January 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy amendments.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 11P2016 and 12P2016; and

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1. **ADOPT** the proposed amendments to the Banff Trail Area Redevelopment Plan, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 11P2016.
3. **DIRECT** Administration to explore amendments to the Banff Trail Area Redevelopment Plan that clearly encourages/requires a "retail ready" built form (ie. 4.5 metre first floor height) where appropriate within the plan area.
4. **ADOPT** the proposed amendments to the North Hill Area Redevelopment Plan, in accordance with Administration's recommendation; and
5. Give three readings to the proposed Bylaw 12P2016.
6. **DIRECT** Administration to explore amendments to the North Hill Area Redevelopment Plan that clearly encourages/requires a "retail ready" built form (ie. 4.5 metre first floor height) where appropriate within the plan area.

REASON(S) FOR RECOMMENDATION:

Administration recommends that the Calgary Planning Commission recommend approval of the proposed amendments to the Banff Trail ARP and the North Hill ARP for the following reasons.

The proposed ARP amendments:

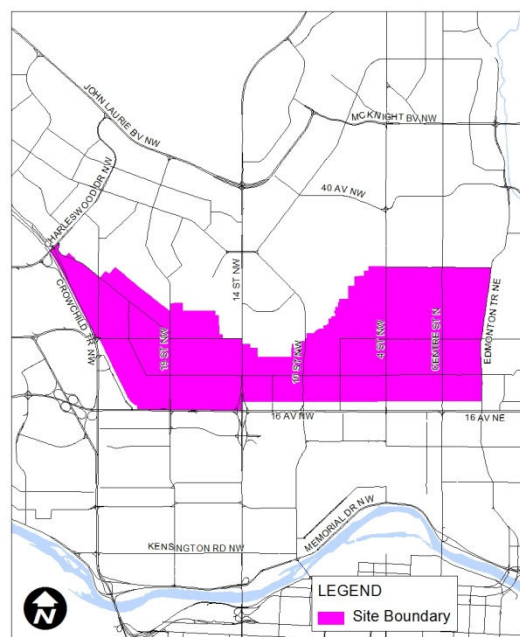
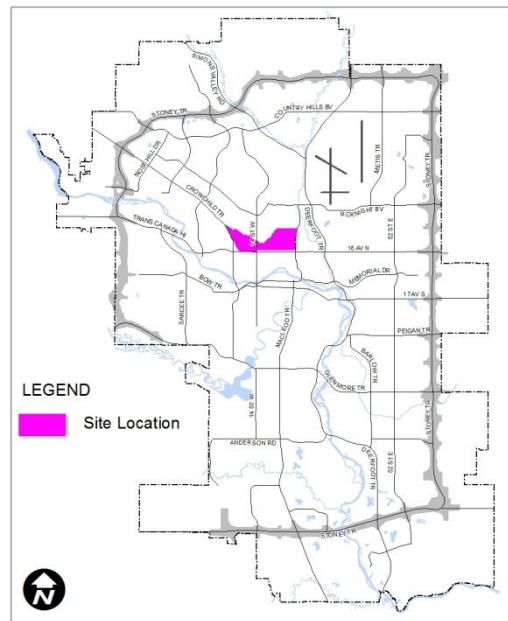
- respond to Council direction to identify appropriate areas for modest redevelopment;
- provide additional direction and certainty for area residents, landowners and applicants at the land use redesignation and development permit stages;
- update the Banff Trail ARP (1986) and Capitol Hill component of the North Hill ARP (2000) to align with the Municipal Development Plan (MDP) goals of: providing complete communities, supporting strategic intensification, ensuring transit supportive land uses, and increasing housing choice, and;
- are consistent with the Location Criteria for Multi-Residential Infill in low density residential areas.

ATTACHMENTS

1. Proposed Bylaw 11P2016
2. Proposed Bylaw 12P2016

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LOCATION MAPS



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the Banff Trail Area Redevelopment Plan (APPENDIX I) and;

Moved by: J. Gondek

Carried: 9 – 0

2. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the North Hill Area Redevelopment Plan. (APPENDIX V)

Moved by: J. Gondek

Carried: 9 – 0

Reasons for Approval from Mr. Morrow:

- The locational criteria for multi-residential infill calls for transit supportive densities within 600 metres of and LRT station, yet the vast majority of land within 600 metres of both Banff Trail and university stations remains low density. If the goal is to create complete communities even with the minor changes proposed, over 90 percent remains single family. The proposed changes do not go far enough to take advantages of the potential redevelopment of McMahon Stadium and the adjacent major uses of the University of Calgary and a high density motel village. So my support for this is qualified – it is a step in the right direction but doesn't think far enough ahead.

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AMENDMENT:

Amend Administration's recommendation to the Banff Trail Area Redevelopment Plan and the North Hill Area Redevelopment Plan to have Calgary Planning Commission encourage Council to consider amending the Banff Trail Area Redevelopment Plan to clearly encourage/require a "retail ready" built form (ie. 4.5 metre first floor height) where appropriate within the plan area.

Moved by: G.-C. Carra

Carried: 9 – 0

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PLANNING EVALUATION

PROPOSED AMENDMENTS

The proposed amendments identify areas in the communities of Banff Trail and Capitol Hill that would be appropriate for higher density development. The areas are generally located; in close proximity to transit stops and stations, adjacent to activity centres and corridors, along collector roadways and at neighbourhood nodes. These areas are located primarily on the perimeters of both communities, leaving the low-density residential designations of the interiors of the communities unchanged.

The proposed policies include four residential land use categories that provide a range of densities and built forms. These categories include; low density residential (single and semi-detached dwellings), low density rowhouse (single detached, semi-detached, duplex and rowhouse dwellings), medium density low-rise and medium density mid-rise (townhouses, apartments and live/work).

The ARP amendments also include built form and site design policies which address items such as building heights, setbacks, orientation and massing.

PLANNING RATIONALE

In keeping with MDP goals and objectives and the Location Criteria for Multi-Residential Infill (APPENDIX XII), Administration worked with property owners, businesses and residents in both communities through a series of stakeholders meetings and open houses. Through this process appropriate sites for redevelopment were selected and policy developed to mitigate potential impacts of redevelopment. This includes provisions to ensure appropriate transitions of height and density from higher density developments to adjacent lower density residential areas.

MARKET ANALYSIS

A consultant was retained to undertake a market analysis to review the land use changes proposed for the Banff Trail and Capitol Hill communities and to determine if the areas identified and densities proposed are appropriate. The analysis of market conditions and local circumstances resulted in the following findings:

- Opportunities for further residential intensification beyond the levels initially proposed in preliminary land use concepts were identified. The land use concepts were revised to incorporate the opportunities identified in the market analysis.

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- The existing commercially designated lands in both communities are able to accommodate the increased demand generated by the additional residential development.
- The forecast residential demand to 2026 can be accommodated within the plan areas at the intensity levels proposed.

LEGISLATION & POLICY

Municipal Development Plan (MDP) – 2009

The Municipal Development Plan (MDP) identifies the communities of Banff Trail and Capitol Hill as located within the Developed Inner City area on the Urban Structure Map (Map 1) and identifies 16 Avenue NW as a Urban Corridor.

The MDP provides high-level guidance and support for intensification in various forms in order to direct growth to a more compact urban form and to support greater housing choice.

The proposed policy amendments are in alignment with the following MDP policies:

Section 2.2.4 - Complete Communities

- a. "Support the development of complete communities to ensure a compact and well-designed urban form that efficiently utilizes land and infrastructure, provides housing choices at transit-supportive densities, local services and employment and promotes mobility options."

Section 2.2.5 - Strong Residential Neighbourhoods

- a. "Encourage growth and change in low-density neighbourhoods through development and redevelopment that is similar in scale and built form and increases the mix of housing types such as accessory suites, semi-detached, townhouses, cottage housing, row or other ground-oriented housing."
- b. "Support development and redevelopment that provides a broader range of housing choice in local communities to help stabilize population declines and support the demographic needs of communities."
- c. "Encourage higher residential densities in areas of the community that are more extensively served by existing infrastructure, public facilities and transit, appropriate to the specific conditions and character of the neighbourhood."

Section 3.5.1 – Developed Residential Areas – Land Use Policy

- c. "Redevelopment should support the revitalization of local communities by adding population and a mix of commercial and service uses."

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Section 3.5.2 – Inner City Area – Land Use Policy

- a. “Sites within the Inner City Area may intensify, particularly in transition zones adjacent to areas designated for higher density (i.e., Neighbourhood Corridor), or if the intensification is consistent and compatible with the existing character of the neighbourhood. Transition zones should be identified through a subsequent planning study.”
- b. “A range of intensification strategies should be employed to modestly intensifying the Inner City Area, from parcel-by-parcel intensification to larger more comprehensive approaches at the block level or larger area.”

Local Area Plans:

Banff Trail Area Redevelopment Plan (ARP) – 1986.

Residential land use objectives are:

- To create and maintain stability within the community.
- To ensure the continued viability of Banff Trail as a desirable neighbourhood by preserving the existing character and quality of the area while permitting compatible infill development.
- To ensure the availability of a variety of housing types within the community.

North Hill Area Redevelopment Plan (ARP) - 2000

The North Hill ARP residential land use objectives are:

- To maintain and enhance the North Hill communities as stable, safe, and viable residential communities.
- To encourage a variety of housing types that accommodate different age groups, household types, and income levels.
- To support residential intensification through renovation, redevelopment, conversion, and infill in a way that involves sensitive integration of new development into the existing neighbourhood fabric; and create a greater sense of community.

Administration is of the opinion that the proposed amendments to the Banff Trail and North Hill ARPs are consistent with the residential objectives of both plans.

TRANSPORTATION

Banff Trail and Capitol Hill communities benefit from an existing grid road network. In addition to providing multiple points of access and egress, the grid also slows traffic flow and assists pedestrian and bicycle movement. No changes to the road network are proposed. A transportation analysis was undertaken to determine the impact the proposed land use amendments would have on area roads. It was determined that even at full build-out the existing road network could accommodate the additional traffic which would be generated.

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SPECIAL STUDY AREA

As part of the proposed amendments a Special Study Area is identified in the community of Banff Trail which recognizes the work being undertaken as part of the Crowchild Trail Study. While the proposed amendments support more intensive development around the intersection of 24 Avenue NW and Crowchild Trail NW, it is recognized that the Crowchild Trail Study may impact roads and adjacent properties in the area. Therefore, it is recommended that no changes to land use take place within the Special Study Area until the completion of the Crowchild Trail Study. (APPENDIX XIII)

UTILITIES & SERVICING

An analysis of water servicing and sanitary sewer capacity has been undertaken by Water Resources based on the proposed ARP amendments. The analysis did not indicate any issues with either water servicing or sanitary sewer capacity as a result of the proposed ARP amendments.

PUBLIC ENGAGEMENT

Public engagement included regular meetings with the Banff Trail and Capitol Hill Planning Advisory Committees, and two public open houses (December 2014 and September 2015). Preliminary land use concepts developed by Administration and the Planning Advisory Committees were presented to the public at the December 2014 open house and were also available on the project website. A feedback form was available at the open house and at the website to receive comments regarding the concepts.

Approximately 250 residents attended the open house and 166 feedback forms were received. Analysis of the feedback forms received showed that there was approximately equal support and opposition to the proposed areas identified for modest redevelopment. Support was expressed primarily as follows, in order of frequency of being mentioned:

- Good plan overall;
- Controlled, moderate densification to accommodate the City's growth;
- Neighbourhood revitalization;
- Increased development close to the LRT; and
- More affordable housing for seniors and students.

Concerns were expressed primarily as follows, in order of frequency of being mentioned:

- Increased traffic;
- Lack of parking;
- Density should be even higher;

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- Building heights too high; and
- Property tax increase.

Utilizing the feedback received from the open house, and the findings from the market analysis, the areas identified for redevelopment and building heights were revised. In addition, policy was developed to address concerns such as; transitions of building heights, building articulation, and pedestrian-orientation.

A second public open house was held in September 2015 presenting the revised Land Use Maps, Building Height maps and associated potential policies. Approximately 200 residents attended the open house, 123 feedback forms were received. Feedback received was similar to that received at the December 2014 open house, resulting in minor changes to the land use and building height maps.

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APPENDIX I

**PROPOSED AMENDMENTS TO THE BANFF TRAIL
AREA REDEVELOPMENT PLAN**

- (a) In Executive Summary, under “Residential Land Use”, delete the existing text and replace with the following:
- “In April 2013, Council directed administration to work with the Banff Trail Community Association and other local stakeholders to identify potential areas for modest intensification, consistent with the policies of the Municipal Development Plan and Transit Oriented Development. As a result of this work, the Banff Trail Area Redevelopment Plan has been amended. The amendments primarily impact residential development and include policy and guidelines intended to accommodate modest redevelopment while contributing to the existing character of the community. In addition to identifying appropriate areas for intensification, the policies provide direction regarding appropriate land uses, building scale, built-form and overall character for redevelopment in the community.”
- (b) In Section 1.2, entitled “Goals”, delete subsection 1.2(g) and replace with the following:
- “g) To implement planning policies of the Municipal Development Plan and other relevant Council policies pertaining to the study area.”
- (c) In Section 2.1.1, entitled “Objectives”, after subsection c), add the following new subsection:
- “d) Identify areas in the community that are appropriate for modest intensification.”
- (d) Delete Figure 2, entitled “Summary of Plan Strategy”.
- (e) Delete Figure 3, entitled “Land Use Plan”, and replace with revised Figure 2, entitled “Land Use Plan” (APPENDIX II).
- (f) Delete Section 2.1.3, entitled “Policy”, in its entirety and replace with the following:
- “2.1.3 Land Use**
- General Policies**
- 2.1.3.1 Land use redesignations should be consistent with the general land use classifications identified on Figure 2 - Land Use Plan.

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- 2.1.3.2 The Plan encourages the development of a diverse range of residential unit types and sizes to accommodate a broad demographic group, ranging from old to young and singles to families. Care should be given to the provision of various ground-oriented residential units to attract not only families with children but to provide senior citizens the opportunity to age in place.

Low Density Residential

The Low Density Residential area is intended to maintain stability in the community and to protect the existing residential character and quality of the neighbourhood.

- 2.1.3.3 The existing low density built form (single and semi-detached housing) should continue within this area.

Low Density Rowhouse

The Low Density Rowhouse area is intended to allow for a modest increase in density with a greater variety of housing types while still being in scale with the existing context.

- 2.1.3.4 New development should be low density grade-oriented residential development such as rowhouse buildings, duplex dwellings, semi-detached dwellings, single-detached dwellings and cottage housing clusters.

Medium Density Low-Rise

The Medium Density Low-Rise area is intended to allow for a low-rise built form (approximately 3-4 storeys) that can provide for a modest increase in density while not being out of context with the existing character of the area.

- 2.1.3.5 New development within this area should be limited to medium-density low-rise residential developments and includes townhouses, apartments, and live/work units.
- 2.1.3.6 Redevelopment of individual parcels should demonstrate sensitivity with the neighbourhood context through building scale and design while encouraging innovation in design.
- 2.1.3.7 For the sites located at 1925, 1921 and a portion of 1917 – 19 Avenue NW the following policies shall apply:
- a. In order to facilitate the delivery of affordable and non-market housing, the Approving Authority is encouraged to consider parking relaxations for proposed affordable/non-market housing development where it is demonstrated that the proposed development would have a reduced

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automobile ownership rate and that the development is secured through an agreement to ensure long-term use for low-income households.

- b. Consider time restrictions and residential parking permit zones as tools to manage on-street parking issues associated with multi-residential development at 1917, 1921 and 1925 – 19 Avenue NW. Dwellings in new multi-residential development are not to receive parking passes regardless of their on-site parking provisions.
- c. A development permit for a new multi-residential development for the lands at 1917, 1921 and 1925 – 19 Avenue NW shall require decision by Calgary Planning Commission.

Medium Density Mid-Rise Residential

The Medium Density Mid-Rise area is intended to accommodate higher density development (5-6 stories) in key locations, such as along main streets, at significant intersections or on sites where there is an ability to provide a transition to lower density areas.

- 2.1.3.8 New development within the Medium Density Mid-Rise Area should be limited to medium-density multi-residential developments and includes townhouses, apartments, and live/work units.
- 2.1.3.9 New low density residential development such as single detached and semi-detached dwelling units are strongly discouraged.
- 2.1.3.10 A limited range of support commercial uses may be allowed for sites adjacent to an LRT Station or the intersection of Crowchild Trail NW and 24 Avenue NW.

Special Study Area

A Special Study Area is identified on Figure 2 which recognizes the work being undertaken as part of the Crowchild Trail Study. The Crowchild Trail Study is a transportation corridor study that will identify short-, medium-, and long-term upgrades for Crowchild Trail between 24 Avenue NW to 17 Ave SW. Recommendations from the study will help address current transportation current issues and challenges, and accommodate the continued growth in the city. The Crowchild Trail Study is expected to be complete by the end of 2016.

While this plan supports more intense development around the intersection of 24 Avenue NW and Crowchild Trail NW, it also recognizes the possible impact the Crowchild Trail Study may have on roads in the area. The following policies apply to this area:

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- 2.1.3.11 Land use redesignations for higher density development are strongly discouraged until the completion of the Crowchild Trail Study.”
- (g) In Section 2.0 Banff Trail – Land Use & Development, after new subsection 2.1.3 Land Use, add new Figure 3, entitled “Maximum Building Heights” (APPENDIX III).
- (h) In Section 2.0 Banff Trail – Land Use & Development, after new subsection 2.1.3 Land Use, add the following:

“2.1.4 Built Form and Site Design

General Policies

- 2.1.4.1 New development should comply with the maximum building heights indicated on Figure 3 Maximum Building Heights.
- 2.1.4.2 Units on the floor closest to grade should have individual and direct pedestrian access from a public sidewalk.
- 2.1.4.3 Building facades should be articulated to emphasize individual at grade units and unit entrances and should include features such as front doors, door bells, unit numbers as well as weather protection such as awnings and canopies.
- 2.1.4.4 Front yards with low fences, hedges or other design features should be provided for each ground floor residential unit in order to clearly define private amenity space from the public or semi-private environment.
- 2.1.4.5 Buildings located on corner parcels are encouraged to treat both streets as frontages. This includes making the following provisions:
- at-grade entries to residential units along both street frontages;
 - a high degree of massing and articulation along both street frontages; and
 - landscape treatments along both street frontages to encourage use by building residents; such landscaping could include private patios, planters or gardens.
- 2.1.4.6 New development should promote accessibility for all individuals, including people with disabilities and parents with strollers by ensuring:
- the primary access to buildings is directly from the street at grade; and
 - new development is designed in accordance with The City’s Access Design Guidelines.

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- 2.1.4.7 All buildings should be finished with high quality, enduring materials.
- 2.1.4.8 Developments should include adequate security lighting for walkways, car parking areas and other areas used by the public.
- 2.1.4.9 Vehicle access should be provided from the lane where possible to encourage pedestrian friendly streets within the Plan area.
- 2.1.4.10 Where vehicular access is provided from the street, efforts should be made to minimize the presence of driveway crossings as well as vehicle access points (i.e. overhead doors).

Low Density Residential

- 2.1.4.11 To demonstrate compatibility of new infill projects with surrounding housing, both in scale and character, the following guidelines should be considered:
 - a. Front yard setbacks similar to adjacent properties;
 - b. Preserve mature vegetation and encourage landscaping treatments which enhance the streetscape;
 - c. Scale, massing (shape), height, compatible with surrounding properties;
 - d. Wall-face, roofline orientation, building material and building details (e.g. windows, entries, etc.) reflective of community character;
 - e. Front building entry;
 - f. Parking and vehicular access from laneway.

Medium Density (Low-Rise and Mid-Rise)

- 2.1.4.12 For taller buildings (greater than 4 storeys) a shadow study may be required for the hours of 10:00 and 16:00 MDT on March 21 and September 21, to determine the shadow impacts on adjacent properties.
- 2.1.4.13 In order to be sympathetic in scale and level of articulation to existing and potential development within the community, new multi-residential development is encouraged, within the first two storeys, to consider staggering the principal front façade of one unit with the principal front façade of adjacent units.
- 2.1.4.14 All new residential units should be provided with private outdoor amenity space, either exclusive to an individual unit or as a common amenity available to all units within a development. Common amenity space may be provided at or above grade, within courtyards, behind façades, or on rooftops, terraces or as ground-level patios that may be completely or partially visible from the street or other buildings.

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- 2.1.4.15 For buildings with a frontage of over 60 metres in length along the street, the overall mass of the building should be broken up with changes in width, height, and finishing materials along the façade. Building facades should not exceed 15 metres in length without a change in plane or material.
- 2.1.4.16 New development is expected to be oriented towards the street and to support a pedestrian-friendly environment. Setbacks greater than 5 metres along the street frontage are strongly discouraged.
- 2.1.4.17 Corner parcels at prominent locations near the LRT stations are encouraged to redevelop as gateway-type buildings which have a high level of design and material quality.
- 2.1.4.18 Where common building entries are provided, it is recommended that these be located on corners when possible.
- 2.1.4.19 New development should locate the highest building heights along the street frontage. This is intended to create a buffer (separation) between taller buildings and adjacent lower density residential and minimize the impacts from shadowing and overlooking onto adjacent properties.
- 2.1.4.20 Where a site shares a property line with a low density residential parcel, building massing and height should be reduced as proximity increases to the property line in order to minimize the impact of new development on the existing homes. Building heights should generally be no greater than 10-12 metres within 5-10 metres of the adjacent low density residential property line.
- 2.1.4.21 Where possible, building massing and orientation should be designed to minimize impact to low density development. Rear setbacks greater than the required minimums are encouraged. In addition, soft landscaping should be used adjacent to the lanes and shared property lines. These measures are intended to lessen the impact that multi-residential development may otherwise have on the existing low density development.
- 2.1.4.22 Where commercial uses are provided, buildings should have an exterior access facing a street for each commercial use located on the floor closest to grade, which should have a direct connection to a sidewalk.
- 2.1.4.23 For commercial ground floor development, street front elevations should be highly permeable and transparent along the majority of the façade by providing doorway entrances to the street and allowing for pedestrian views directly into each business.

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- 2.1.4.24 The size of signage should be scaled and oriented to the pedestrian. Retail frontages are encouraged to employ blade signage. Signs that are scaled to automobile traffic are prohibited.”
- (i) Delete Figure 4, entitled “Land Use Designations”.
 - (j) Delete Section 2.1.4, entitled “Implementation” in its entirety.
 - (k) Delete the table after Subsection 2.1.4.7.
 - (l) Delete Figure 5, entitled “Community Character”.
 - (m) In the table after Figure 6, delete the rows for sites 3, 4, 4a and 4b.
 - (n) Under the table after Figure 6, replace the words “Figure 6, Page 15” with “Figure 4”.
 - (o) Delete Figure 6, entitled “Reference Map for Numbered Sites”, and replace with revised Figure 4, entitled “Reference Map for Numbered Sites” (APPENDIX IV)
 - (p) In Subsection 2.2.3, entitled “Policy”, delete the words “Figures 2 and 3 (Pages 7 and 8)” and replace with “Figure 2”.
 - (q) In Subsection 2.2.3.1, delete the words “Sites 5, Figure 6, Page 13” and replace with “Sites 5 Figure 4”.
 - (r) In Subsection 2.2.3.2, delete the words “Site 6, Figure 6, Page 13” and replace with “Site 6, Figure 4”.
 - (s) In Subsection 2.2.3.3, delete the words “Figure 6, Page 13” and replace with “Figure 4”.
 - (t) In Section 2.2, entitled “Commercial Land Use”, insert a new Subsection 2.2.3.5 as follows:

“2.2.3.5 Sites within the local commercial areas may be considered for greater height and density provided the development includes residential uses above the commercial uses and any increases in height and density are sensitive to and fit with the local context.”
 - (u) Under the tables after Section 2.2.4, entitled “Implementation”, replace the words “Figure 6 on page 15” with “Figure 4”.
 - (v) Renumber Figure 7, entitled “School Distribution”, to Figure 5.

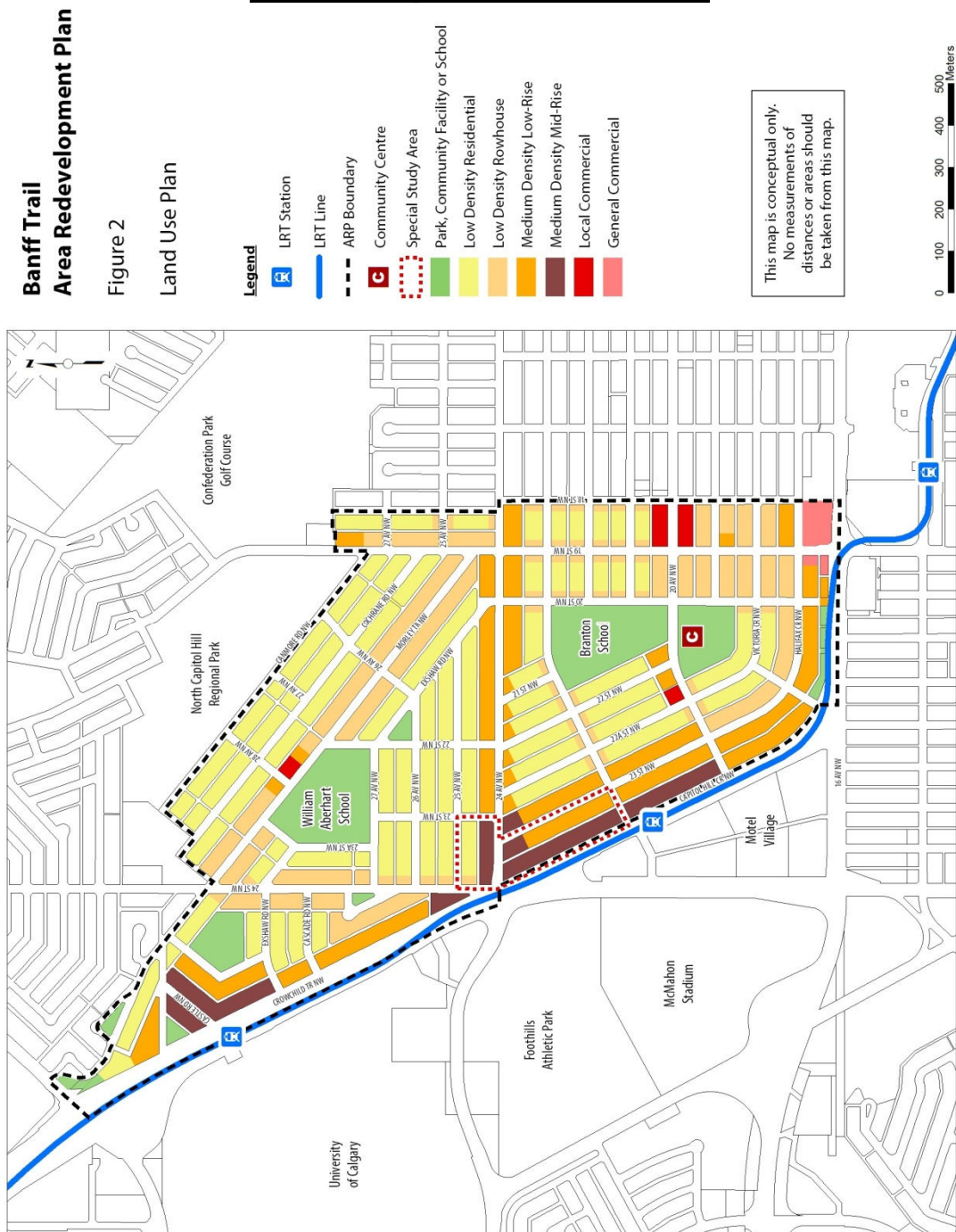
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- (w) In Subsection 2.3.2, entitled “Context”, delete the words “Figures 7 and 8, Pages 22 and 24” and replace with “Figures 5 and 6”.
- (x) Renumber Figure 8, entitled “Open Space”, to Figure 6.
- (y) After Subsection 2.3.4, in the notes under the tables, replace the words “Figure 6, Page 15” with “Figure 4”.
- (z) Renumber Figure 9, entitled “Transportation Network”, to Figure 7.
- (aa) In Subsection 3.3.1, entitled “Road Classification and Vehicular Circulation System”, delete the words “Figure 11, Page 37” and “Figure 11” and replace both with “Figure 7”.

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APPENDIX II

REVISED “Figure 2 – Land Use Plan”



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APPENDIX III

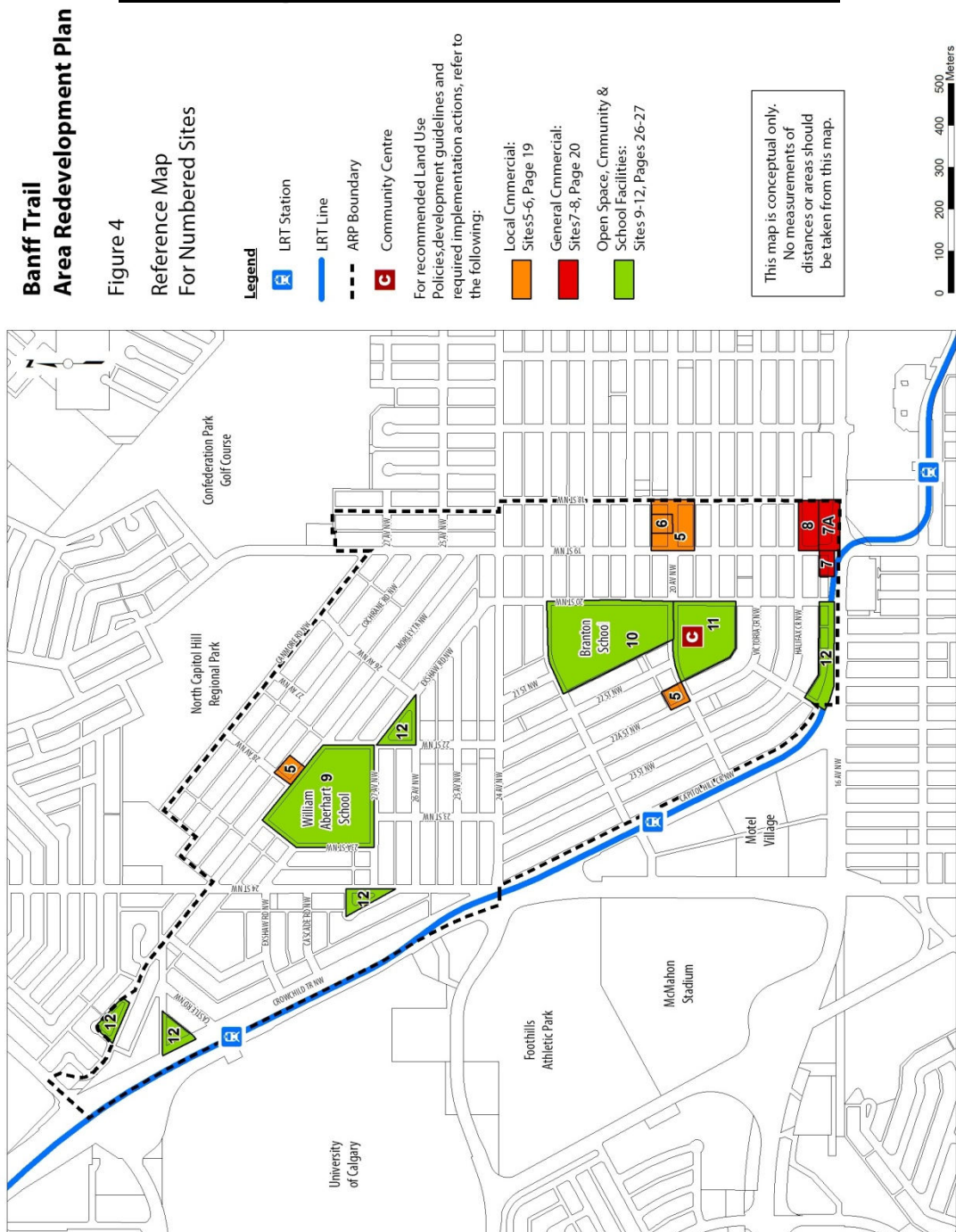
“Figure 3 – Maximum Building Heights”



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APPENDIX IV

REVISED “Figure 4 – Reference Map For Numbered Sites”



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APPENDIX V

**PROPOSED AMENDMENTS TO THE NORTH HILL
AREA REDEVELOPMENT PLAN**

- (a) In Section 1.0 Preface, after the second paragraph, add the following:

“In 2014, the Capitol Hill Community Association requested that the community be included in as part of an ongoing project to identify potential locations for modest redevelopment, consistent with the policies of the Municipal Development Plan. With community and stakeholder input and direction, amendments to the North Hill Area Redevelopment Plan were developed and new policies and guidelines for Capitol Hill were included in this ARP.”
- (b) Delete Map 2 entitled “Future Land Use Policy”, and replace with revised Map 2, entitled “Future Land Use Policy – Mount Pleasant & Tuxedo” (APPENDIX VI).
- (c) In Section 3.0 Residential, under subsection 3.1 Context, after the last paragraph, add the following:

“In 2014, the Capitol Hill Community Association requested that the community be included in as part of an ongoing project to identify potential locations for modest redevelopment, consistent with the policies of the Municipal Development Plan. With community and stakeholder input and direction, amendments to the North Hill Area Redevelopment Plan were developed. Section 3.0 of the ARP was separated such that section 3.3 and 3.4 contain policies that apply only to Mount Pleasant and Tuxedo and a new section 3.5 contains policies and guidelines that apply only to Capitol Hill.”
- (d) In Section 3.0 Residential, under subsection 3.3 Policies, under Policy 1., delete the word “three”.
- (e) In Section 3.0 Residential, under 3.3 Policies, delete Policy 11. in its entirety, including the title “Engineering Department 2708 – 16A Street NW”.
- (f) In Section 3.0 Residential, delete the text “3.3 Policies” and replace with “3.3 Mount Pleasant & Tuxedo Policies”.
- (g) In Section 3.0 Residential, delete the text “3.4 Implementation” and replace with “3.4 Mount Pleasant & Tuxedo Implementation”.
- (h) Delete Map 3 entitled “Proposed Redesignation Sites”, and replace with revised Map 3, entitled “Proposed Redesignation Sites” (APPENDIX VII).

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- (i) In Section 3.0 Residential, under the subsection 3.4 Implementation, in Table 1, delete the entire row for the following sites: 4, 6, 12, 19, 49, 54, 60, 63, 70, and 71.
- (j) In Section 3.0 Residential, after subsection 3.4 Implementation, add a new Map 4 entitled “Future Land Use Policy – Capitol Hill” (APPENDIX VIII) and renumber the subsequent maps accordingly.
- (k) In Section 3.0 Residential, add the following new subsection:

“3.5 Capitol Hill Policies

3.5.1 Land Use

- 1. Land use redesignations should be consistent with the general land use classifications identified on Map 4 Future Land Use Policy – Capitol Hill.
- 2. The Plan encourages the development of a diverse range of residential unit types and sizes to accommodate a broad demographic group, ranging from old to young and singles to families. Care should be given to the provision of various ground-oriented residential units to attract not only families with children but to provide senior citizens the opportunity to age in place.

Low Density Residential

The Low Density Residential area is intended to maintain stability in the community and to protect the existing residential character and quality of the neighbourhood.

- 3. The existing low density built form (single and semi-detached) should continue within this area.

Low Density Rowhouse

The Low Density Rowhouse area is intended to allow for a modest increase in density with a greater variety of housing types while still being in scale with the existing context.

- 4. New development should be low density grade-oriented residential development such as rowhouse buildings, duplex dwellings, semi-detached dwellings, single-detached dwellings and cottage housing clusters.

Medium Density Low-Rise

The Medium Density Low-Rise area is intended to allow for a low-rise built form (approximately 3-4 storeys) that can provide for a modest increase in density while not being out of context with the existing character of the area.

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5. New development within this area should be limited to medium-density low-rise residential developments and includes townhouses, apartments, and live/work units.
6. Redevelopment of individual parcels should demonstrate sensitivity with the neighbourhood context through building scale and form while encouraging innovation in design.

Medium Density Mid-Rise Residential

The Medium Density Mid-Rise area is intended to accommodate higher density development (5-6 storeys) in key locations, such as along main streets, at significant intersections or on sites where there is an ability to provide a transition to lower density areas.

7. New development within the Medium Density Mid-Rise Area should be limited to medium-density multi-residential developments and includes townhouses, apartments, and live/work units.
 8. New low density residential development such as single detached and semi-detached dwelling units are strongly discouraged.
 9. A limited range of support commercial uses may be allowed for sites on major streets or at significant intersections.”
- (l) In Section 3.0 Residential, after subsection 3.5.1 Land Use, add a new Map 5 entitled “Maximum Building Heights – Capitol Hill” (APPENDIX IX), and renumber the subsequent maps accordingly.
- (m) In Section 3.0 Residential, add the following new subsection:

“3.5.2 Built Form and Site Design

General Policies

1. New development should comply with the maximum building heights indicated on Map 5 Maximum Building Heights – Capitol Hill.
2. Units on the floor closest to grade should have individual and direct pedestrian access from a public sidewalk.
3. Building facades should be articulated to emphasize individual at grade units and unit entrances and should include features such as front doors, door bells, unit numbers as well as weather protection such as awnings and canopies.

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4. Front yards with low fences, hedges or other design features should be provided for each ground floor residential unit in order to clearly define private amenity space from the public or semi-private environment.
5. Buildings located on corner parcels should treat both streets as frontages. This includes making the following provisions:
 - a. at-grade entries to residential units along both street frontages;
 - b. a high degree of massing and articulation along both street frontages; and
 - c. landscape treatments along both street frontages to encourage use by building residents; such landscaping could include private patios, planters or gardens.
6. New development should promote accessibility for all individuals, including people with disabilities and parents with strollers by ensuring:
 - a. the primary access to buildings is directly from the street at grade; and
 - b. new development is designed in accordance with The City's Access Design Guidelines.
7. All buildings should be finished with high quality, enduring materials. Glass should be transparent or tinted with a neutral colour.
8. Developments should include adequate security lighting for walkways, car parking areas and other areas used by the public.
9. Vehicle access should be provided from the lane where possible to encourage pedestrian friendly streets within the Plan area.
10. Where vehicular access is provided from the street, efforts should be made to minimize the presence of driveway crossings as well as vehicle access points (i.e. overhead doors).

Low Density Residential

11. For new development and renovations within the Low Density Residential area, the Development Authority should consider the Design Guidelines for Single-Detached, Duplexes and Semi-Detached Homes in Section 3.4 in the review of discretionary development permit applications.

Medium Density (Low Rise & Mid-Rise)

12. The City may relocate the engineering/street maintenance depot at 2708 - 16A Street NW when an alternative site becomes available. If redeveloped this site should generally have a transition in density and built form, with the lower density development on the perimeter and the higher density in the interior. The new housing should front onto the perimeter streets in a manner generally consistent with

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surrounding housing. The parking should, if possible, be located to the rear of the housing or underground. Front driveways are strongly discouraged.

13. For taller buildings (greater than 4 storeys) a shadow study may be required for the hours of 10:00 and 16:00 MDT on March 21 and September 21, to determine the shadow impacts on adjacent properties.
14. Taller buildings should be designed and sited to limit visual and shadow impacts on any park spaces.
15. In order to be sympathetic in scale and level of articulation to existing and potential development within the community, new multi-residential development should, within the first two storeys, stagger the principal front façade of one unit with the principal front façade of the adjacent units.
16. All new residential units should be provided with private outdoor amenity space, either exclusive to an individual unit or as a common amenity available to all units within a development. Common amenity space may be provided at or above grade, within courtyards, behind façades, or on rooftops, terraces or as ground-level patios that may be completely or partially visible from the street or other buildings.
17. For buildings with a frontage of over 60 metres in length along the street the overall mass of the building should be broken up with changes in width, height, and finishing materials along the facade. Building facades should not exceed 15 metres in length without a change in plane or material.
18. New development is expected to be oriented towards the street and to support a pedestrian-friendly environment. Setbacks greater than 5 metres along the street frontage are strongly discouraged.
19. Corner parcels at prominent locations are encouraged to redevelop as gateway-type buildings which have a high level of design and material quality.
20. Where common building entries are provided, it is recommended that these be located on corners where possible.
21. New development should locate the highest building heights along the street frontage. This is intended to create separation between taller buildings and adjacent lower density residential and minimize the impacts from shadowing and overlooking onto adjacent properties.
22. Where a site shares a property line with a low density residential parcel, building massing and height should be reduced as proximity increases to the property line in order to minimize the impact of new development on the existing homes. Building

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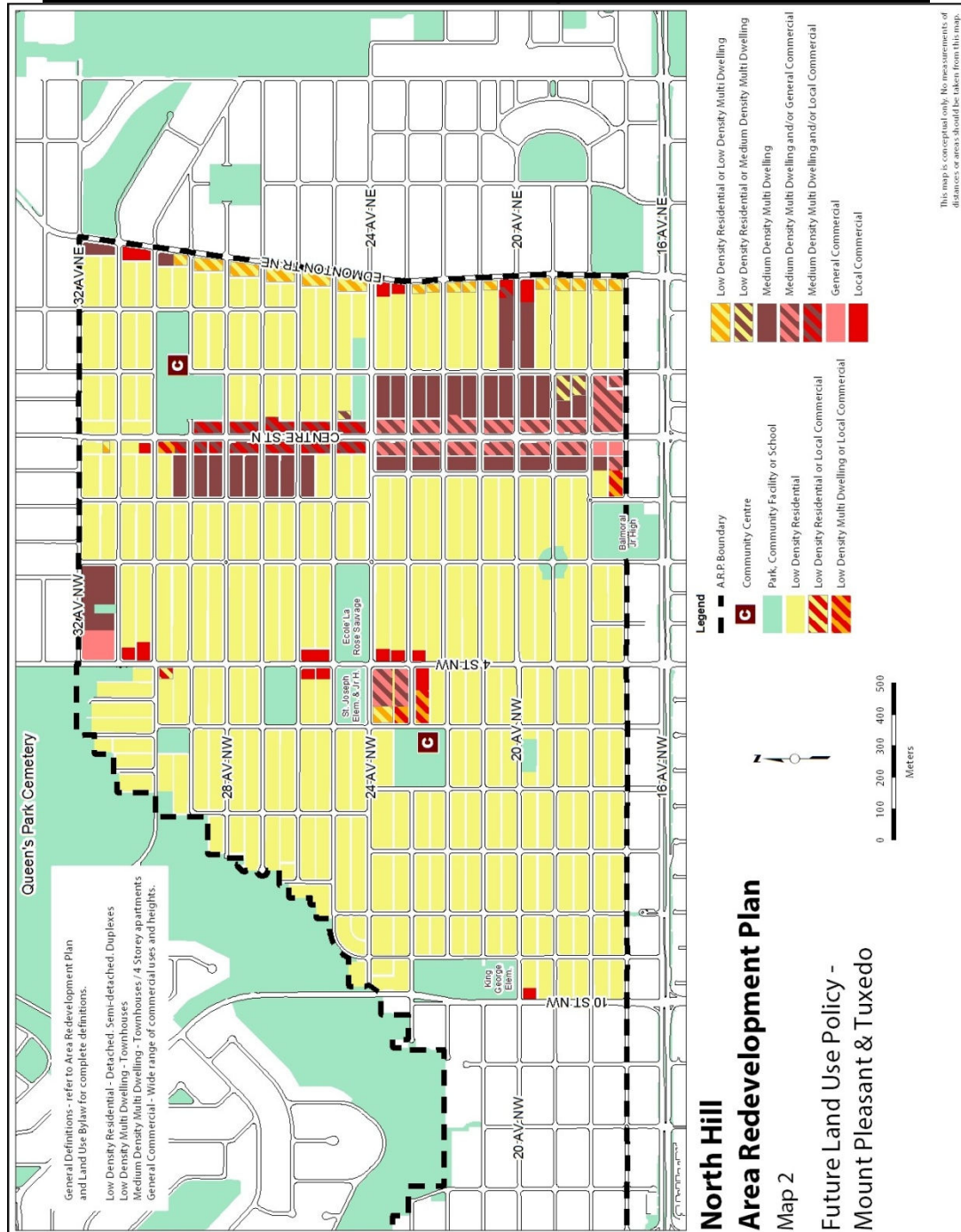
heights should generally be no greater than 10-12 metres within 5-10 metres of the adjacent low density residential property line.

23. Where possible, building massing and orientation should be designed to minimize impact to existing low density development. Rear setbacks greater than the required minimums are encouraged. In addition, soft landscaping should be used adjacent to the lanes and shared property lines. These measures are intended to lessen the impact that multi-residential development may otherwise have on the existing low density development.
 24. Where commercial uses are provided, buildings should have an exterior access facing a street for each commercial use located on the floor closest to grade, which should have a direct connection to a sidewalk.
 25. For commercial ground floor development, street front elevations should be highly permeable and transparent along the majority of the façade by providing doorway entrances to the street and allowing for pedestrian views directly into each business.
 26. The size of signage should be scaled and oriented to the pedestrian. Retail frontages are encouraged to employ blade signage. Signs that are scaled to automobile traffic are prohibited.”
- (n) In Section 4.0 Commercial Development, under subsection 4.2.3 Implementation – 16 Avenue, delete Policy 1.
- (o) In Section 4.0 Commercial Development, under subsection 4.3.2 Policies, add the following:
- “7. Sites within the local commercial areas of Capital Hill may be considered for greater height and density provided the development includes residential uses above the commercial uses and any increases in height and density are sensitive to and fit with the local context.”

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APPENDIX VI

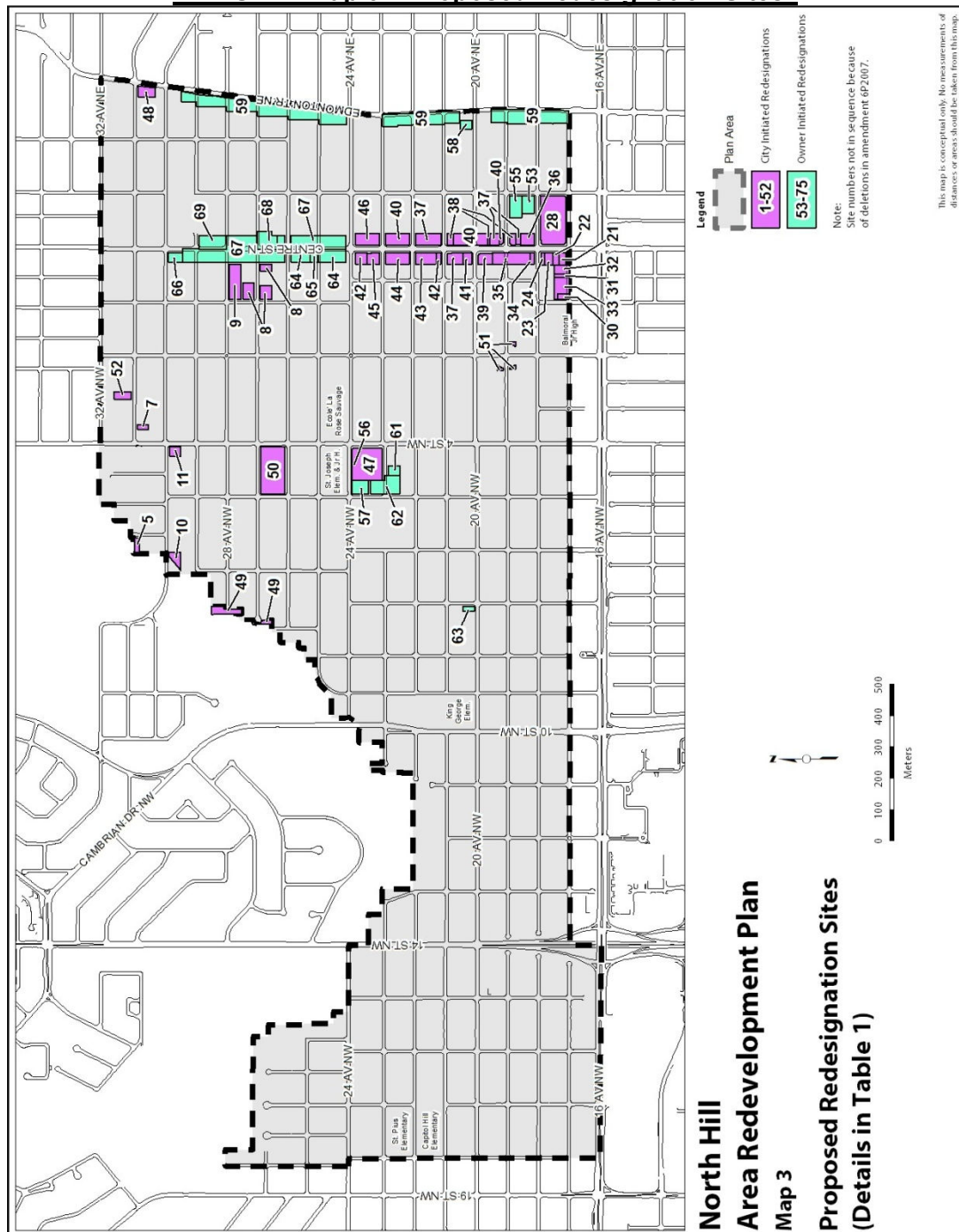
REVISED "Map 2 – Future Land Use Policy – Mount Pleasant & Tuxedo"



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APPENDIX VII

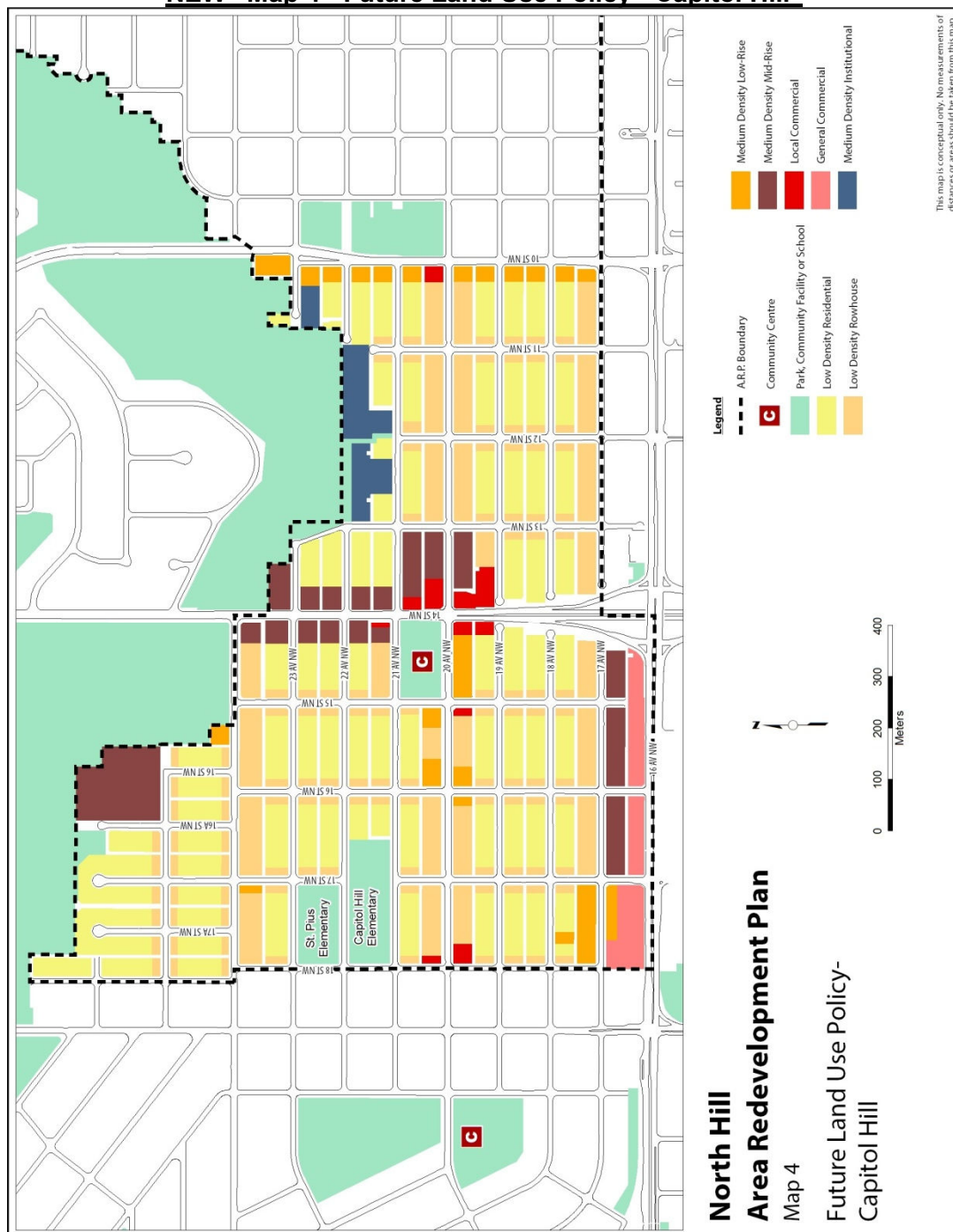
REVISED “Map 3 – Proposed Redesignation Sites”



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APPENDIX VIII

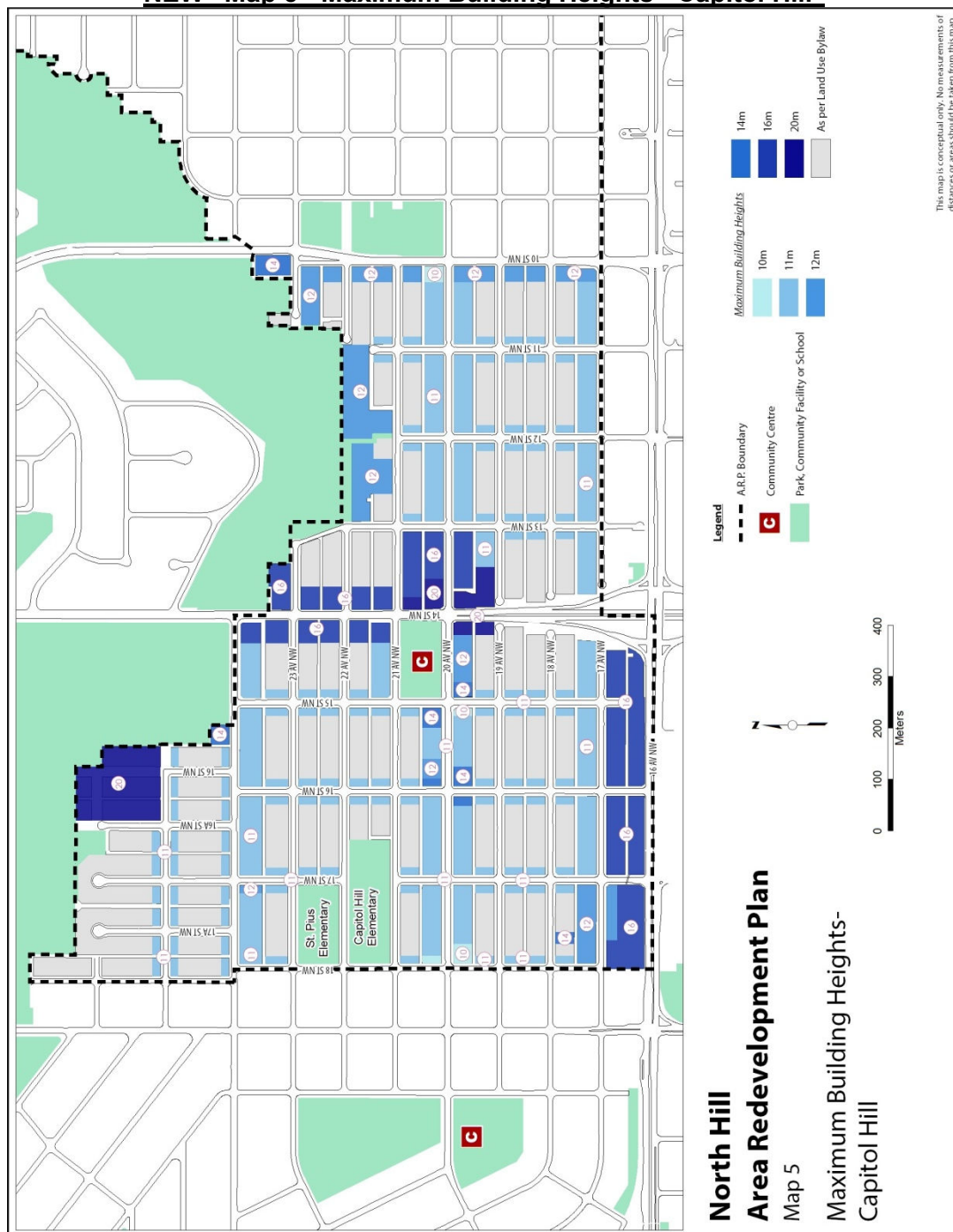
NEW “Map 4 - Future Land Use Policy - Capitol Hill”



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APPENDIX IX

NEW “Map 5 - Maximum Building Heights - Capitol Hill”



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APPENDIX X

BANFF TRAIL COMMUNITY ASSOCIATION LETTER

December 7, 2015

Submitted to the Calgary Planning Commission and Craig Davies, Senior Planner, the City of Calgary

The Banff Trail Community Association urges the City of Calgary to create *desirable* development surrounding the 2 important LRT stations within Banff Trail. In order to achieve this, in conjunction with the new ARP, we would like to draw attention to these important points:

Public Realm

- City should immediately begin a process to improve public realm spaces that fall outside of the scope of developer-led improvements (i.e. increased density = increased tax revenue which could equal capital designated for local improvements).
- Improvements should include upgrading the main pedestrian and bike commuter routes to and from both LRT stations. Lighting, pathways, sidewalks, landscaping and pedestrian safety measures must be considered.

Density

- The Banff Trail Planning Committee ("BTPC") supports the application of low density row house zoning between 18th street and 20th street. The BTPC has concluded that the area between these streets is more urban in nature due to the commercial zones and the traffic moving to and from the three schools in this area.
- The BTPC also identifies the possibility for small commercial nodes directly adjacent to the two LRT stations (Banff Trail and University). This district could also include the area of the 24th Street / Crowchild Trail intersection, once details regarding the Special Area Study become understood. This mixed use approach, which could add small business and / or office space, would be beneficial. Commercial nodes of this type generate public space and interaction; both of which serve to promote a sense of community. It also would become passive supervision of the station area - a concept supported by urban planners and CPTED (crime prevention through environmental design).
- For the medium density areas, there is both community support and opposition to increasing heights in the ARP.

Transportation

- The BTPC encourages future consideration be given to the roles of 19th street and 24th avenue, relative to the Crowchild Trail Corridor study. Specifically, ideas such as bike lanes, off-peak parking, traffic calming measures and others could be considered to be phased in once the improvements between 16th Avenue and Crowchild Trail commence. The committee recognizes that currently, 19th Street and 24th Avenue provide the major connection for Crowchild and 16 Avenue.
- The Special Study Area could be reduced to exclude the south half of the 23rd street block (to 23rd avenue). Point 2.1.4.16 is specifically intended to create a gateway from the LRT station. Road right of way in this area would not be supported by the community as part of the Crowchild Trail Corridor.

We wish to thank City Planning and the Calgary Planning Commission for thoughtfully considering the concerns of the Banff Trail community members and the future of Banff Trail.

Sincerely,

Rob Hirsch – Banff Trail Planning and Development representative; on behalf of the Banff Trail Board of Directors and the Banff Trail Planning Committee

C. Davies

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APPENDIX XI

CAPITOL HILL COMMUNITY ASSOCIATION LETTER

The Capitol Hill Community Association

1531 21 Avenue NW Calgary, AB T2M 1L9
Phone: 403.289.0859



January 10, 2016

Calgary Planning Commission
C/O Craig Davies, Senior Planner, South Area
Local Area Planning and Implementation
The City of Calgary
P.O. Box 2100 Station M
Calgary AB T2P 2M5

Ladies and Gentlemen,

The Capitol Hill Community Association would like to thank the City of Calgary and the Planning Department, in particular Craig Davies, for engaging and guiding our Planning, Development and Transportation Committee through the ARP process. It has been elucidating, iterative, rewarding and naturally not without some disappointment in some aspects of the document before you.

We urge the C.P.C. and Council to Approve the ARP With Changes and direct Mr. Davies and his group to amend these oversights which we list below.

Capitol Hill has throughout this process embraced increased density in a variety of manners and locations, as a matter of civic pride. Density, for us, equates to vibrancy, diversity and safety in numbers. But with density comes responsibility: to provide a safe pedestrian and bicycle network; to establish pervasive park space in the form of vest pocket parks and woonerfs; and to create public improvements throughout Capitol Hill, especially along our commercial corridors and nodes. As an inner city neighbourhood we feel it is our obligation to absorb density and at the same time have a hand in keeping pace with densification by implementing these types of public enhancements for the benefit of the community.

1. Capitol Hill is determined to negotiate with developers for *more* density than provided in this ARP (along, 16th Avenue NW, 20th Avenue NW and 14th Street NW, for instance). However, we require access to a Bonus system, embedded in this bylaw, such as is place in the ARP's for the Beltline and the TOD districts in Calgary. We would ask the C.P.C. and Council to support this request so that Capitol Hill can underwrite some of the costs of public improvements and set a truly urban example of inner city growth.
2. We believe that the R-CG land use can have a profound effect on parts of Capitol Hill and would like a City-initiated Land Use Redesignation to be applied to the length of 20th Avenue NW and 24th Avenue NW.
3. We request that the Future Land Use Policy Plan (Map 4) and the Maximum Building Heights (Map 5) be amended to show the south side of 17th Avenue NW, west of 14th Street NW, as having a Land Use of M-CG and a building height of 12m. This item is critical as the land use would then match the land use and built form on 17th Avenue NW on the east side of 14th Street NW as well as adhere to the principle enshrined in the 16th Avenue ARP that development along the 16th Avenue corridor should step down to the low density heights in the neighbourhood. The 16m height limit on Map 5 is inconsistent with the 11m height of the proposed R-CG land use on the north side of 17th Avenue NW and the 16th Avenue ARP.
4. On 23rd Avenue NW, west of 14th Street NW we would expect the M-C2 land use to extend into the block for 150' with only the westerly 100' to have a 16m height limit; the easterly 50' of this land use should step down to a 12m height limit. The remaining 2 lots east of this land use should then be proposed as R-CG. This is a point we have consistently raised at our meetings with the Planners. Our position is unwavering as this is a unique block and while residents understand the benefits of having height and density along 14th Street NW, the built form should not impact the adjacent properties and the park in an adverse manner.

C. Davies

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The Capitol Hill Community Association

1531 21 Avenue NW Calgary, AB T2M 1L9
Phone: 403.289.0859



5. While the blocks on 16th Avenue NW from 10th Street NW to 14th Street NW are not within the boundaries of this ARP, but rather the 16th Avenue ARP, the lands lie within the neighbourhood of Capitol Hill and as such, any development should be considered as contributing to the effort we are making towards densification in Capitol Hill. We especially need availability to a Bonus System for important blocks such as these where increased density could benefit the 16th Avenue corridor and the adjacent public realms.

Thank you for your careful consideration of these comments and the opportunity to revisit these few amendments with Mr. Davies and his team.

Yrs,
Erin Shilliday, Architect AAA
Director of Planning, Development & Transportation
Capitol Hill Community Association

cc: Darren Courtnage, CHCA President
Druh Farrell, Councillor Ward 7
Carol Arnes, Executive Assistant Ward 7

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APPENDIX XII

LOCATIONAL CRITERIA FOR MULTI-RESIDENTIAL INFILL

PUD2014-0156
ATTACHMENT

Proposed Location Criteria for Multi-Residential Infill

In order to assist in the evaluation of land use amendment applications and associated local area plan amendments, the following criteria shall be applied and reported on in Administration reports to Calgary Planning Commission. These criteria are not meant to be applied in an absolute sense to determine whether or not a site should be recommended for approval. In general, the more criteria an application can meet, the more appropriate the site is considered for multi-residential infill development (all other things being considered equal). The following table represents a proposed checklist for preferred conditions to support land use amendments in low density residential areas. It is to be used in the review and evaluation of land use amendment applications for the following districts or direct control districts based on the following districts:

Multi-residential – Contextual Grade-Oriented (M-CG) District
Multi-residential – Contextual Low Profile (M-C1) District
Multi-residential - Contextual Medium Profile (M-C2) District

Subject Site	Comments
On a corner parcel.	Corner developments have fewer direct interfaces with low density development. Corner sites avoid mid-block development that could signal speculation that the entire block is appropriate for redevelopment.
Within 400m of a transit stop.	Allows for greater transit use, providing more mobility options for residents of multi-dwelling developments. Can reduce motor vehicle usage, thereby minimizing vehicle traffic impact on community.
Within 600m of an existing or planned Primary Transit stop or station.	Allows for greater transit use, providing more mobility options for residents of multi-dwelling developments. Can reduce motor vehicle usage, thereby minimizing vehicle traffic impact on community.
On a collector or higher standard roadway on at least one frontage.	Minimizes traffic on local streets.
Adjacent to existing or planned non-residential development or multi-dwelling development.	Creates an appropriate transition between low density and other more intensive land uses or larger scale buildings.
Adjacent to or across from existing or planned open space or park or community amenity.	Creates an appropriate transition between low density and other land uses.
Along or in close proximity to an existing or planned corridor or activity centre.	Creates an appropriate transition between low density and other land uses.
Direct lane access.	Improves pedestrian environment for local residents by limiting the creation of multiple or high frequency use driveways across local sidewalks.

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APPENDIX XIII

CROWCHILD TRAIL STUDY – OVERVIEW



**Crowchild Trail Study
Project Goals**

The City of Calgary is conducting a transportation study to identify short-, medium- and long-term upgrades for Crowchild Trail between 24 Ave. N.W. and 17 Ave. S.W.

Crowchild Trail is an important roadway within Calgary's overall transportation network. Its function is critical to both the land use and transportation needs of Calgary as it continues to grow and redevelop in the coming decades. Your feedback will help us make better decisions for the future of Crowchild Trail.

Crowchild Trail Study: Project Goals

Based on input received in Phase 2 (from June to September 2015), 11 project goals were developed to complement two City policy goals. Together, these goals will help guide the development and evaluation of preliminary concepts as the study progresses.

City Policy Goals

- Support community redevelopment by aligning the Crowchild Trail corridor with community planning policies including the Municipal Development Plan, Area Redevelopment Plans, and the Main Streets initiative.
- Support Crowchild Trail's role in the Calgary Transportation Plan as a critical network connection between north and south Calgary, and a vital link to east-west routes.



Goals in Key Principle #1: Maintain and enhance bordering communities

- Prioritize concepts that fit within existing City-owned lands over concepts that require purchasing private property.
- Address how changes to Crowchild Trail affect traffic patterns and safety in bordering communities.
- Recommend current and visually-pleasing ways to reduce traffic noise along Crowchild Trail.
- Enhance green spaces, park spaces and pathways along the Crowchild Trail corridor.



Goals in Key Principle #2: Improve travel along the corridor

- Provide continuous pedestrian and cycling routes nearby, but not on, Crowchild Trail to connect major destinations along the corridor.
- Provide for convenient, high capacity, high frequency bus service along Crowchild Trail.
- Enhance the Crowchild Trail corridor to better fulfill its role as a primary route for delivery of emergency response and health services, and for connecting to major destinations.
- Provide for more continuous traffic flow on Crowchild Trail that addresses bottleneck points and traffic weaving.



Goals in Key Principle #3: Improve mobility across the corridor

- Enhance the safety and accessibility of transit stops throughout the Crowchild Trail corridor.
- Enhance pedestrian and cycling access across Crowchild Trail, both in the number and quality of crossings.
- Ensure alternate access is provided for bordering communities and businesses if access to Crowchild Trail is removed or changed.

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Crowchild Trail Study Project Goals

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Goals in Key Principle #1: Maintain and enhance bordering communities

- Prioritize concepts that fit within existing City-owned lands over concepts that require purchasing private property.
- Address how changes to Crowchild Trail affect traffic patterns and safety in bordering communities.
- Recommend current and visually-pleasing ways to reduce traffic noise along Crowchild Trail.
- Enhance green spaces, park spaces and pathways along the Crowchild Trail corridor.



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- Ensure alternate access is provided for bordering communities and businesses if access to Crowchild Trail is removed or changed.

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We're in Phase 3: Concept Identification (until Spring 2016)

During October and November, 2015 we are hosting several workshops and drop-in sessions to explore ideas on possible changes to the Crowchild Trail corridor. Participants in these sessions will be asked to share their ideas and explore the benefits, constraints, trade-offs, and impacts of ideas raised.

Invite-only workshops have been scheduled in October/November for businesses, institutions, emergency response agencies, and residents living within one block of Crowchild Trail. This is in recognition of the unique perspectives these stakeholders may have based on their proximity to, and use of, Crowchild Trail. Public workshops and drop-in sessions are scheduled in November. The format and content of the workshops are the same.

Ideas and input from these workshops will be used to develop preliminary concepts for further consideration in Phase 4.

Can't attend one of the in-person events? Online opportunities to provide your input will also be available in mid-November.

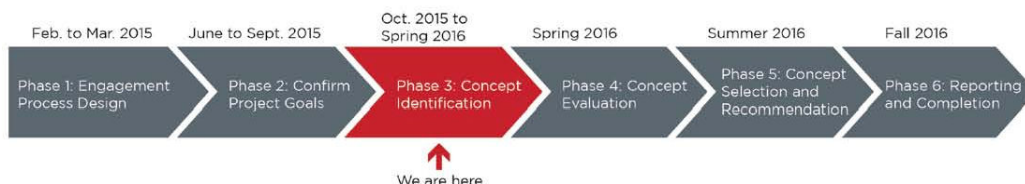
Phase 4: Concept Evaluation (Spring 2016)

In spring 2016, in-person and online engagement opportunities will be held to present and gather feedback from stakeholders on preliminary concepts for the Crowchild Trail corridor. Stakeholders will be asked to provide feedback on the concepts presented for the corridor and to help identify a short list of design options based on goals developed in Phase 2.

New Six Phase Study Process

In the past, The City had typically developed design concepts and asked for public feedback on the concepts. The Crowchild Trail Study has a new process that invites the public to participate right from the start of the study, before the concepts are developed. The new study process:

- Provides multiple opportunities for people to share feedback in each of the six phases.
- Offers a variety of ways for people to share feedback (e.g. workshops, community idea boards, online discussion forums and surveys, etc.).
- Uses feedback from one phase of the study to inform the next.
- Seeks specific feedback at each phase of the study to help inform the technical work required at that time.



For more information about the study and upcoming engagement opportunities, visit calgary.ca/crowchild or call 311.