

Local Growth Planning in North Central Green Line Communities

EXECUTIVE SUMMARY

This report outlines a high-level scope for local growth planning for north central Green Line communities. The catalyst for this review is the significant investments in public transit, including the North Crosstown Bus Rapid Transit (BRT) route and the Green Line, along with the Council-approved Main Streets work.

The Scope of Work (Attachment 1) proposes a combined local area planning process for nine communities, and provides an opportunity to pilot the proposed Local Area Plans Strategy introduced to Council in 2018 January (PUD2018-0011). Included in the scope are four Main Street areas (4 Street NW, Centre St N, Edmonton Trail NE, and 16 Avenue N), and the adjacent communities including: Capitol Hill, Crescent Heights, Greenview Industrial Park, Highland Park, Mount Pleasant, Renfrew, Rosedale, Tuxedo Park, and Winston Heights / Mountview.

Local area planning for Highland Park was directed by Council in 2017 June (C2017-0521) and this Scope of Work proposes incorporating work on the Highland Park Area Redevelopment Plan, as it was approved by Council, to be completed in coordination with this project.

The project requires amending or consolidating ten existing local area plans, prepared in different eras that have minimal references to the important new investments in public transit and no references to the Developed Areas Guidebook. The previously approved *Main Streets implementation plan* (Attachment 2) would require minor adjustments to reflect updated sequencing and implementation timelines if Council approves this scope.

The outcome of this work includes a comprehensive set of community plans that: incorporates and aligns with the Developed Areas Guidebook (DAG); provides policies written in plain language; and helps facilitate economic development in the area. Included in the scope is an estimated timeline and budget to complete the work as outlined.

ADMINISTRATION RECOMMENDATION:

That the SPC on Planning and Urban Development recommends that Council:

1. Approve the Scope of Work outlined in Attachment 1 and direct Administration to report back to Council through the SPC on Planning and Urban Development no later than Q4 2019.
2. Approve, as amended, the *Main Streets implementation plan* as shown in Attachment 2.

RECOMMENDATION OF THE SPC ON PLANNING AND URBAN DEVELOPMENT, DATED 2018 APRIL 30:

That the Administration Recommendations contained in Report PUD2018-0347 be approved.

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PREVIOUS COUNCIL DIRECTION / POLICY

At the 2017 September 11 Combined Meeting of Council, a Notice of Motion (NM2017-29) moved by Councillor Farrell, Seconded by Councillor Carra, directed Administration, in anticipation of updating existing north central Area Redevelopment Plans as part of the Green Line LRT and Main Streets work, to explore incorporating work on community planning, economic development and the Developed Areas Guidebook and that City Administration report back to Council through the Standing Policy Committee on Planning and Urban Development no later than Q2 2018 with a scoping report that includes timelines, resources, and budget.

At the 2017 June 26 Regular Meeting of Council, as moved by Councillor Carra, seconded by Councillor Pincott, Council directed Administration to include the Highland Park Area Redevelopment Plan in the Planning & Development Department's 2018 policy work plan, in accordance with the Scope of Work identified in Attachment 1 (CPC2017-0521), with the work to be coordinated with the area's regional drainage study.

At the 2017 April 10 Combined Meeting of Council, moved by Councillor Chabot, Seconded by Councillor Woolley, that the SPC on Planning and Urban Development Recommendation contained in Report PUD2017-0241, be adopted, and that Council approve the Main Streets Implementation Plan.

BACKGROUND

Detailed planning for the Green Line is underway and construction on Green Line enabling projects has started. Further, the North Crosstown Bus Rapid Transit service that will run along 16 Avenue N begins service in 2018. This route will be a limited stop bus service operating in regular traffic lanes with several transit priority measures such as queue jumps and priority signals. It will intersect with the future Green Line route on Centre Street N.

The *Main Streets implementation plan* was approved by Council in 2017 April (PUD2017-0241) and provides an action plan for Planning, Investment and Innovation in all of Calgary's main streets. Planning includes a new policy and land use regulation framework created with local stakeholders. Investment is focused on the redesign and reconstruction of a main street's public realm (e.g. streets, sidewalks, safety features, crosswalks). Innovation provides a range of new approaches for a variety of factors facing main streets, including parking management, heritage conservation and improved facilitation of local economic development.

On 2018 January 22, Administration, responding to the challenge of maintaining a current set of local area plans citywide, presented a new approach to local area planning (PUD2018-0011). It proposed new multi-community local planning areas that reflect catchment areas for existing and future LRT/BRT stations and main streets as well as recognizing significant natural or constructed features that separate certain areas from others. The 41 tentative local planning areas under consideration are shown on Figure 1 of Attachment 3.

There are currently nine communities that abut the four main streets noted above. There are also ten local area plans, but these ten plans do not cover the entire catchment area nor do they reference the Developed Areas Guidebook. Furthermore, only the 16 Avenue North Urban

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Corridor ARP includes references to the North Crosstown BRT and the approved Green Line alignment. The existing plans, listed below, are shown on Figure 2 of Attachment 3

- Highland Village Green Design Guidelines (2017)
- 16 Avenue North Urban Corridor Area Redevelopment Plan (2017)
- South Nose Creek Site Plan (2008)
- Winston Heights / Mountview Area Redevelopment Plan (2006)
- North Hill Area Redevelopment Plan (2000)
- Crescent Heights Area Redevelopment Plan (1997)
- Centre Street North Special Study (1989)
- North Bow Special Study (1979)
- Inner City Policy Plan (1979)
- North Bow Design Brief (1977)

(brackets indicate year of original adoption or when an entire new version was adopted.)

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Given the number of initiatives within the same geographic area, Administration's investigation focussed on finding synergies and efficiencies through coordination of the work.

Retaining independent scopes of work for Main Streets, Highland Park ARP and updated local area planning or combining them into one coordinated process has benefits and drawbacks. A combined effort would allow the larger area to be planned comprehensively and is logical considering that the four main street areas under consideration intersect nine communities, including Highland Park (Centre Street N, Edmonton Trail NE). Area residents and business owners as well as The City would have greater opportunity to learn whether opportunities or issues identified are common across multiple nearby communities or if they are unique to their community.

The primary drawback of a scope limited to only Main Streets is that existing local area plans become a mix of new and old policies, which can prove challenging for stakeholders to interpret and requires subsequent amendments. For example, following Council approval of Main Streets work in Bridgeland and Killarney and considering feedback from community members, Administration subsequently added a comprehensive review of the rest of the area redevelopment plans for these two communities to the 2018 Policy Work Plan. This is not the most efficient use of City, community and Council resources.

The next generation approach to local area plans (Local Area Plans Strategy, PUD2018-0011) proposes building upon existing multi-community plans, such as the North Hill ARP. Multi-community plans offer an opportunity to highlight main street areas or LRT/BRT station areas that draw people from multiple communities. It still permits community specific chapters to communicate the unique features of each community and address community specific land use topics, such as Neighbourhood Activity Centres. Read together, the plan's components should better illustrate the various economic development opportunities available across the larger area. It also facilitates long-term planning for transportation, recreation and social services infrastructure as those groups typically have a multi-community focus already. Although the intent is to pilot larger multi-community plans as outlined in the Local Area Plans Strategy, the

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attached Scope of Work allows flexibility in determining the appropriate plan format and type(s) after the engagement sessions with stakeholders and detailed analysis.

Undertaking this multi-community planning process requires amending the Council approved *Main Streets implementation plan* (Attachment 2). This plan identified 33 streets for staged implementation within three time periods for Planning, Investment and Innovation. Since adoption by Council in April 2017: five main streets areas have received Council approval for Planning (redesignations and policy updates) and Investment has funded the initiation of a concept design process for 11 main streets and reconstruction of four streets. Future investment funding requests for the remaining priority streets are being proposed in the One Calgary budget process. The proposed amendments in the attached *Main Streets implementation plan* reflect the significant completion of the original priority projects, and an updated project list, and revised timelines. The project list has been split into two groups which allows for greater flexibility so additional amendments to the *Implementation Plan* do not have to be made following approval of the One Calgary service plan and budgets.

In conclusion, Administration believes the multiple directives from Council to undertake local area planning for Highland Park, the local main streets and north central Green Line communities may benefit from a combined analysis and engagement process. These benefits may include:

- Providing a citizen-centric coordinated engagement that takes a community approach rather than a project approach;
- Bringing communities together to identify and support intensification of certain strategic corridors and nodes, which subsequently support regional infrastructure such as the North Crosstown BRT and Green Line LRT;
- Consolidating or rescinding of several local area plans written in different eras that have varying effect across the nine communities;
- Implementing the policies of the Developed Areas Guidebook;
- Facilitating economic development as a result of new investments in transit, clarified opportunities for private development and City investment in an improved public realm; and
- Opportunity to test and refine the next generation approach to local area plans.

Stakeholder Engagement, Research and Communication

Administration has initiated discussions with the affected community associations to notify them of the potential for this proposed multi-community planning process. An outline of proposed engagement is detailed further in the Scope of Work. Development of a detailed engagement plan to supplement the Main Streets' established engagement process will be undertaken should Council direct that this work proceeds.

Strategic Alignment

This policy work is intended to advance the Municipal Development Plan, Section 1.4.4 – Local Area Plans. It also offers the opportunity to align the local area plans with the statutory Developed Areas Guidebook.

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A comprehensive planning policy approach will align land uses and development opportunities in the north central communities to support Main Streets planning, public realm investments and transit investments in this area including the North Crosstown BRT and the Green Line LRT services.

By expanding the new local growth planning areas, Administration may also be able to have a more robust conversation with citizens, community members and stakeholders and ultimately direct new growth to strategic areas within a wider range of communities in alignment with the Municipal Development Plan and Calgary Transportation Plan.

Social, Environmental, Economic (External)

Social

This project will build on the success of the multi-community engagement approach used by Main Streets and the Green Line projects. It is the aim of this project to bring communities together to confirm intensification of strategic corridors and nodes, while also identifying community specific issues related to making the area a good place to live, work or go to school.

Environmental

Facilitating population and job growth in this developed area of Calgary will increase transit usage and walkability, reduce vehicle miles travelled and renew the supply of new development in the Developed Area. It also promotes consideration of compact development towards achieving environmental objectives of the Municipal Development Plan.

Economical

The Green Line LRT and North Crosstown BRT services represent significant capital and operating investments by The City. Supporting that investment with appropriate, consistent, and plain language land use development policies that facilitate appropriate local growth is critical to ensuring The City realizes a beneficial return on its investment in public transit.

Secondly, having easy-to-use and comprehensive policy plans for the area may facilitate private investment in the area to complement City investments.

Financial Capacity

Current and Future Operating Budget:

This policy planning work has been considered in the work plans of Administration, and it is not anticipated that there will be additional operating budget impacts. Total project cost is estimated to be \$750,000 of which \$345,000 would be related to engagement costs.

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Current and Future Capital Budget:

There are subsequent capital budget implications related to infrastructure improvements with associated Main Street upgrades, however, those recommendations will be incorporated into the One Calgary (2019-2022) budget request process.

Risk Assessment

Should Council not adopt the recommendations contained in this report, there is a risk of disappointing communities expecting updated local planning policy because of the 2017 September 11 Notice of Motion. There is also a risk of duplicating engagement resources if Administration does not approach this local planning exercise comprehensively. The main streets in this area represent a good opportunity for achieving medium to high density transit supportive development but the main streets impact multiple communities and in several cases, fall on boundaries between communities. Therefore, updating only the main street areas could leave existing local area plans with a fragmented policy written in different eras within the same document.

There is a risk that expanding the scope could negatively impact the *Main Streets implementation plan*, which is not desirable. To mitigate such a risk the Scope of Work is flexible to allow for Main Streets to complete its objectives should delays arise resolving other local planning issues.

There are risks with engaging multiple communities at once and ensuring that they feel heard during the process. However, communities in the area are familiar with multi-community engagement with the 2016 Green Line Charrettes, which helps to minimize the potential risk.

Should Council not authorize Administration to proceed with the attached Scope of Work, the creation of a Highland Park Area Redevelopment Plan would still proceed in accordance with the 2017 June Council direction to include it on the 2018 work plan.

REASON(S) FOR RECOMMENDATION(S):

The proposed Scope of Work will enable a comprehensive update to local area planning policies and land use districts in north central Green Line communities. Continued local population and job growth near the under construction North Crosstown BRT and future Green Line LRT as well as on nearby main streets is important for achieving the objectives of the Municipal Development Plan. More specifically, in addition to better supporting local and regional public transit infrastructure the project will identify growth opportunities for new or existing Neighbourhood Activity Centres which are important for retaining and expanding the supply of local businesses. The work will replace, consolidate and/or update ten existing policies in the area that currently do not cohesively describe or facilitate the growth opportunities in north central Green Line communities.

ATTACHMENT(S)

1. Scope of Work
2. Replacement pages for *Main Streets implementation plan*
3. Supporting Maps

Scope of Work

The North Central Green Line Communities Project

1.0 Background

This Scope of Work proposes a combined local area planning process for nine communities, and provides an opportunity to pilot the proposed Local Area Plans Strategy introduced to Council in 2018 January (PUD2018-0011). Included in the scope are four Main Street areas (4 Street NW, Centre St N, Edmonton Trail NE, and 16 Avenue N), and the adjacent communities including: Capitol Hill, Crescent Heights, Greenview Industrial Park, Highland Park, Mount Pleasant, Renfrew, Rosedale, Tuxedo Park, and Winston Heights / Mountview.

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The project requires amending or consolidating ten existing local area plans, prepared in different eras that have minimal references to the important new investments in public transit and no references to the Developed Areas Guidebook.

The outcome of this work includes a comprehensive set of community plans that: incorporates and aligns with the Developed Areas Guidebook (DAG); provides policies written in plain language; and helps facilitate economic development in the area. Included in the scoping report is an estimated timeline and budget to complete the work as outlined.

2.0 Purpose

The purpose of this document is to provide information regarding the timelines, resourcing and budget requirements associated with preparing new or updated local growth plans for the north central Green Line communities.

This work should provide a comprehensive set of land uses to support transit-oriented development along the future Green Line Light Rail Transit line north of downtown and the North Crosstown Bus Rapid Transit service. It should align local policies with the Developed Areas Guidebook and identify short and long-term economic development opportunities.

The new plans should include both statutory and non-statutory sections under the Municipal Government Act, as required, which would be determined during the planning process.

3.0 The Plan Area

The Plan Area, shown on Figure 1, for this Scope of Work includes the communities of Capitol Hill, Crescent Heights, Greenview Industrial, Highland Park, Mount Pleasant, Renfrew, Rosedale, Tuxedo Park and Winston Heights / Mountview. As per the Local Area Plans Strategy, these communities fall within Areas 4 and 5 (see Attachment 3 – Supporting Maps – PUD2018-0347 for all 41 proposed plan area boundaries in the Local Area Plans Strategy).

Scope of Work

The North Central Green Line Communities Project

It should be noted that Administration began work in 2017 on updating the Bridgeland – Riverside Area Redevelopment Plan (ARP) following Main Streets project work, with completion expected in Q4 2018. The North Central Green Line Communities Project is expected to run from Q2 2018 to Q4 2019. Although Bridgeland is located within Area 5, the scoping report does not propose any changes to the Bridgeland – Riverside ARP. However, inclusion of the new Bridgeland-Riverside ARP may be considered as a chapter in the multi-community plan given potential interface issues/opportunities.

The boundaries included in this scope of work are intended to be flexible to allow for adjustments based on community feedback received during the process. The project will include analysis of an important employment area, Greenview Industrial Park. The area is near existing residential communities and should be retained as an employment area as per the Municipal Development Plan.

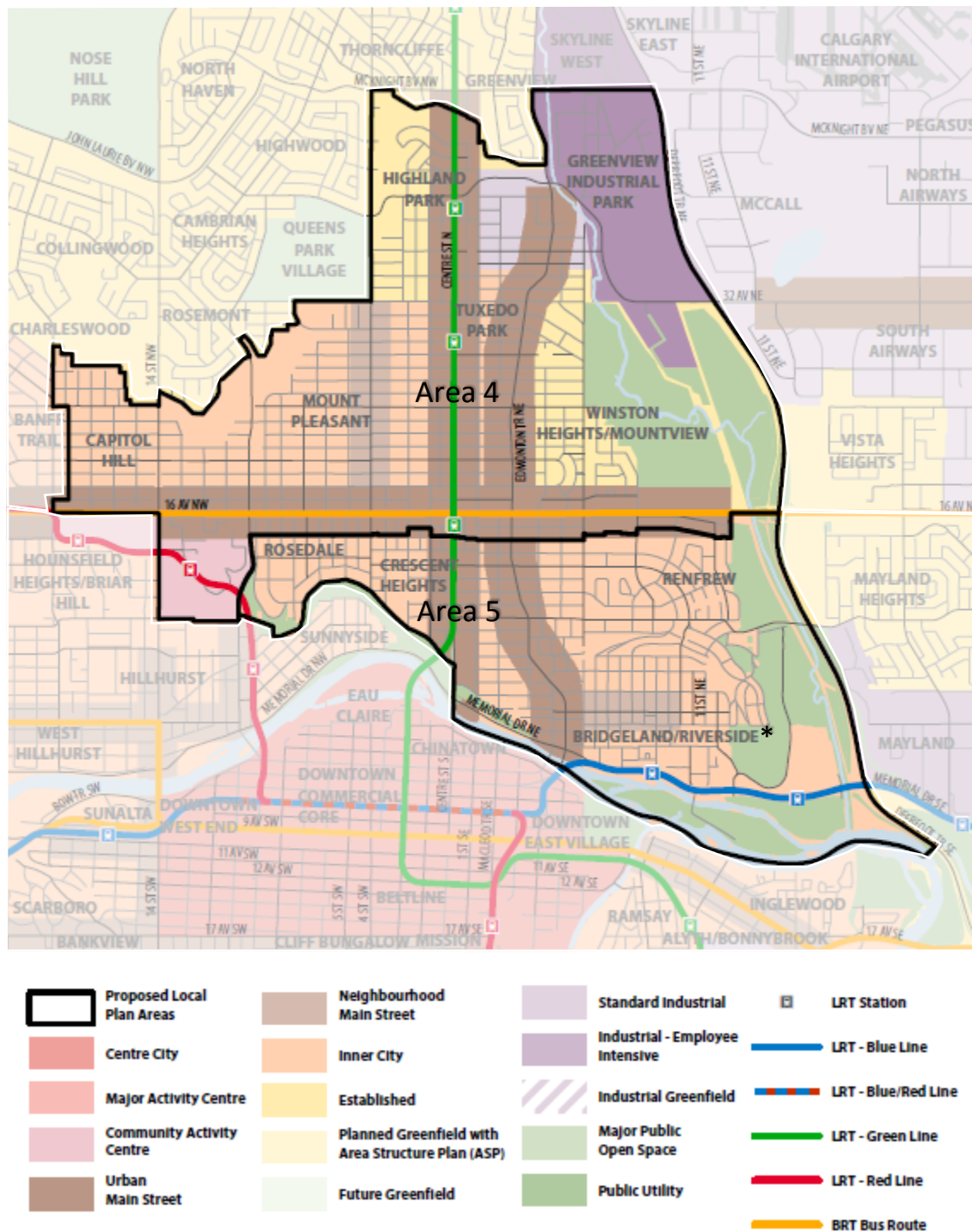
There are also ten public/private schools located throughout and two post-secondary institutions, Southern Alberta Institute of Technology and Alberta College of Art and Design.

Important transportation infrastructure serving the area includes: regional pathways, recently installed bike lanes, the under construction North Crosstown Bus Rapid Transit Service and 16 Avenue N Green Line LRT station (north terminus of phase 1). For vehicles, Deerfoot Trail constitutes the eastern border of the Plan Area between McKnight Boulevard NE and Memorial Drive. The entire area is served by a substantial grid network of streets.

Scope of Work

The North Central Green Line Communities Project

Figure 1 – Approximate Scope of Work (subject to refinement during engagement)



**Note: Bridgeland – Riverside area is shown for context only. The existing scope & timeline of that Area Redevelopment Plan Update is not changed with this report.*

Scope of Work

The North Central Green Line Communities Project

4.0 Stakeholders

Administration will work the various community associations and Ward Councillor's offices (Wards 4, 7 and 9) to identify key stakeholders, including formal and informal citizen and community groups.

5.0 Deliverables

1. A new local area plan for Area 4
2. A new local area plan for Area 5
3. Land Use Bylaw amendments, as required, to support the new local area plans

Although the intent is to pilot larger multi-community plans for Areas 4 and 5, ultimate plan format, number and type will be confirmed following engagement and analysis. The creation of the new plans may result in the rescinding of the existing local area policy plans.

6.0 Project Timeline and Resources

The following table provides an overview of the project timeline. More information regarding phase 1 and 2 is below. Administration resources required to complete the work are outlined below.

Project Timeline	Q2 2018	Q3 2018	Q4 2018	Q1 2019	Q2 2019	Q3 2019	Q4 2019
Phase 1							
Background Research							
Determine Engagement Preferences of Communities Involved							
Phase 2							
Engagement – Project Introduction; Issues & Opportunities Identification							
Issues and Opportunities Analysis							
Preparation of Options							
Engagement – Presentation of Options & Draft Plan Templates							
Analysis and Refinement of Preferred Options							
Council Review of the Plans							

Scope of Work

The North Central Green Line Communities Project

Phase 1: Background Research and Project Planning – May to September 2018

Key pieces of internal background work would be completed in Phase 1 to ensure that critical information is known prior to undertaking the first multi-community engagement session. This will facilitate drafting of an informed project plan and project charter that not only builds on the strengths of the recent charrette work in the communities but also identifies any potential risks or concerns to be considered and addressed as the project progresses.

Phase 1 will include, but is not limited, to the following:

- **Main Streets** - Review existing work and results to date of the previous Main Streets' engagement in the plan area
- **North Crosstown Bus Rapid Transit (BRT)** – Review transit routes and stops impacted by 2018 launch of the BRT service
- **Green Line** – Review stakeholder input & recommendations of the three week-long charrettes in 2016 for three future LRT stations (16 Avenue N, 28 Avenue N, 40 Avenue N)
- **Market / Transportation Studies** – Review studies produced in support of Main Streets and Green Line; and determine need for additional studies
- **Confederation Regional Drainage Study** – Align with work underway to incorporate findings of the study for the Highland Park area
- **Existing Local Area Plans** – Analyze existing ten local area plans and identify information / policies deemed superfluous due to policies/regulations in other plans/bylaws e.g. Municipal Development Plan and its Guidebooks'; Land Use Bylaw; Calgary Transportation Plan
- **Existing Land Use Districts** – Analyze existing land uses for alignment with relevant policies and development feasibility; review Direct Control districts to determine if still necessary for stated purpose or necessary to reference old Land Use Bylaws e.g. 2P80
- **Development Inquiries / Applications** – Review past five years of pre-applications, land use changes and development permit applications to understand scope of development interest and community responses
- **Community Associations** – Introduce project scope and solicit feedback for preferred method of engagement; identify local community or citizen groups
- **Engagement Plans** – Refine method of engagement, timelines and required resources

Phase 2: Public Engagement and Policy Development – 2018 to October 2019

Preliminary community engagement and education:

- Coordinated engagement session with the broader community to introduce project background, educate about the planning process, confirm/ validate previous engagement findings and collect high-level understanding of issues, opportunities and constraints
- Findings will be used to refine the project scope and inform further phases of engagement
- Engagement will be coordinated with other City projects, where applicable

Policy development, including:

- Develop policies that support growth and local economic development opportunities

Scope of Work

The North Central Green Line Communities Project

- Apply the building blocks and policies of the Developed Areas Guidebook to the local context

It is the intent that this work will generate proposed City-initiated land use redesignations that would be brought to Council following the engagement process and adoption of local area plans.

- Main Streets team - lead analysis and recommendations of land uses within the Urban and Neighbourhood Main Streets that includes existing/future LRT and BRT stations
- Community Planning - lead land use recommendations for Neighbourhood Activity Centres and other parcels not within the aforementioned areas

Public Realm / Improvements

- Identify opportunities for local public realm improvements (including parks, streets, and other infrastructure)
- Analyze feasibility and funding requirements to support local infrastructure upgrades

6.0 Funding Requirement

The primary funding to support this project has already been allocated by Council via the *Main Streets implementation plan* as well through existing departmental budgets for local area planning. The associated main streets in this Scope of Work constitute a substantial majority of the land use policy and Land Use Bylaw discussions required for this project.

This project benefits from the considerable engagement undertaken in 2016 during the Green Line charrette sessions. The estimated total project cost to complete the full Scope of Work and produce updated local area plans and associated land use amendments is \$750,000. Costs for various aspects of the process are provided in the table below.

Project Component	Estimated Cost
General Administration	\$ 40,000
Project Management	\$ 60,000
Community Engagement	\$ 345,000
Internal Engagement	\$ 50,000
Analysis/Modelling	\$ 100,000
Policy Development	\$ 100,000
Document Review	\$ 25,000
Revisions	\$ 15,000
Approval Process	\$ 15,000
Total	\$ 750,000

7.0 Project Team Structure

The project would be shared by Urban Strategy (Main Streets Team) and Planning & Development (Community Planning) with an internal cross-departmental Technical Advisory

Scope of Work

The North Central Green Line Communities Project

Committee providing input and recommendations as needed. The team members and their roles and responsibilities are outlined in Table 1.

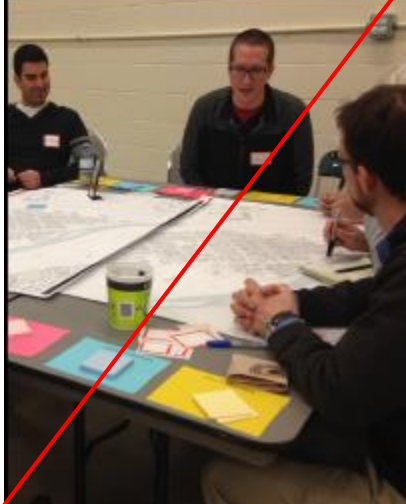
Table 1: Resources Required to Complete Scope of Work

Role	Responsibilities
Planning / Project Lead	<ul style="list-style-type: none"> • Collect, coordinate and distribute baseline information • Review and summarize existing planning policies for redundancies and improved plain language to be available for community associations and at the multi-community engagement kickoff • Review existing development economics / real estate studies to determine opportunities and limitations for redevelopment based on market conditions and scope of work for a market study if required • Procure / manage consultant(s), if required • Develop land use concept and policy options plus criteria for evaluating various options • Lead integration of plans with the Developed Areas Guidebook • Coordinate production of interim/final policy documents • Ensure Policy alignment with high level policy such as South Saskatchewan Regional Plan, Municipal Development Plan, Developed Areas Guidebook, and others • Prepare City-initiated land use redesignations as required for areas not within an Urban/Neighbourhood Main Street <p>Estimated Resources: 1.25 FTE</p>
Main Streets	<ul style="list-style-type: none"> • Provide leadership on Main Streets in the Plan Areas • Conduct analysis and prepare recommendations for land uses on Urban/Neighbourhood Main Streets in the Plan Areas • Undertake analysis of required public realm improvements to set up Main Streets for success • Prepare City-initiated land use redesignations as required for Urban/Neighbourhood Main Street areas <p>Estimated Resources: 1.25 FTE</p>
Parks	<ul style="list-style-type: none"> • Provide input as required <p>Estimated Resources: 0.10 FTE</p>
Development Engineering / Water Resources	<ul style="list-style-type: none"> • Provide updates to project team on status and potential storm water solutions resulting from regional drainage study • Water modelling • Sanitary modelling • Provide other input as required <p>Estimated Resources: 0.15 FTE</p>
Transportation / Green Line	<ul style="list-style-type: none"> • Provide review of street network and any improvements required • General review of Transportation policies • Develop transportation policies <p>Estimated Resources: 0.15 FTE</p>
Urban Design	<ul style="list-style-type: none"> • Provide input on urban design matters not covered by the Developed Areas Guidebook or Land Use Bylaw • Review and provide comments on proposed context specific policy <p>Estimated Resources: 0.15 FTE</p>
Geodemographics	<ul style="list-style-type: none"> • Provide existing demographic data

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	<ul style="list-style-type: none"> • Provide estimates of units, residents, and jobs that will be produced by a given land use concept • Liaise with Water & Transportation for modeling purposes Estimated Resource: 0.15 FTE
Communications	<ul style="list-style-type: none"> • Develop communications plan/strategy • Coordinate promotional materials for engagement events and establish communication channels with the public (e.g. e-newsletters, webpages, community association newsletters) • Assist with day-to-day communications with stakeholders • Coordinate informational materials to educate the public on the project, processes, and ongoing status • Media relations Estimated Resources: 1.25 FTE
Engagement	<ul style="list-style-type: none"> • Oversee the public engagement process • Support the public engagement strategy and ensure alignment with Engage Policy • Transcribe, coordinate, and interpret public input • Develop and manage any online engagement component • Produce engagement summaries and What We Heard Reports Estimated Resources: 1.0 FTE
Legal	<ul style="list-style-type: none"> • Policy review • Legal advice where required Estimated Resources: 0.05 FTE



Staged implementation

Each of the 33 main street areas were reviewed on four primary evaluation matrixes; existing land use district capacity, planning need, redevelopment readiness and infrastructure knowledge and cost. Council approved a staged approach for implementation with PUD2016-0564 and identified 9 main street areas for an initial detailed implementation focus.

Analysis provides a sequence list of the 33 main street areas for implementation action. The first 17 areas on the list are recommended for immediate and near term implementation (2017 to 2022). Detailed infrastructure demand analysis and land use planning for the proposed Green Line will affect 3 of these 17 main streets areas (9 Avenue S.E. and the two sections of Centre Street North). Implementation planning for the Green Line will be carried by other work teams, with support and information provided by the main street team.

14 specific priority main streets will be prepared for private and public investment; private investment supported by an updated land use framework approved by City Council, then design and construction of a new streetscape and public realm funded by the City of Calgary. All 33 main street areas will be receiving benefit of programs or services created by innovative solutions related to ongoing project work (e.g. parking management, land use for heritage conservation and vitality creation).

Many of the remaining 16 main street areas are receiving a variety of both planning and capital upgrades, with many planning projects or programs at various stages of completion, often infrastructure networks have been recently upgraded or approved for improvement. Several of these areas have adequate planning (local area plans and land use districts) in place. A review of these areas is recommended once land frameworks have been adopted by Council for initial 17 main streets, projected to be completed in 2019.

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**Priority main street areas
(Implementation 2017-2022)**

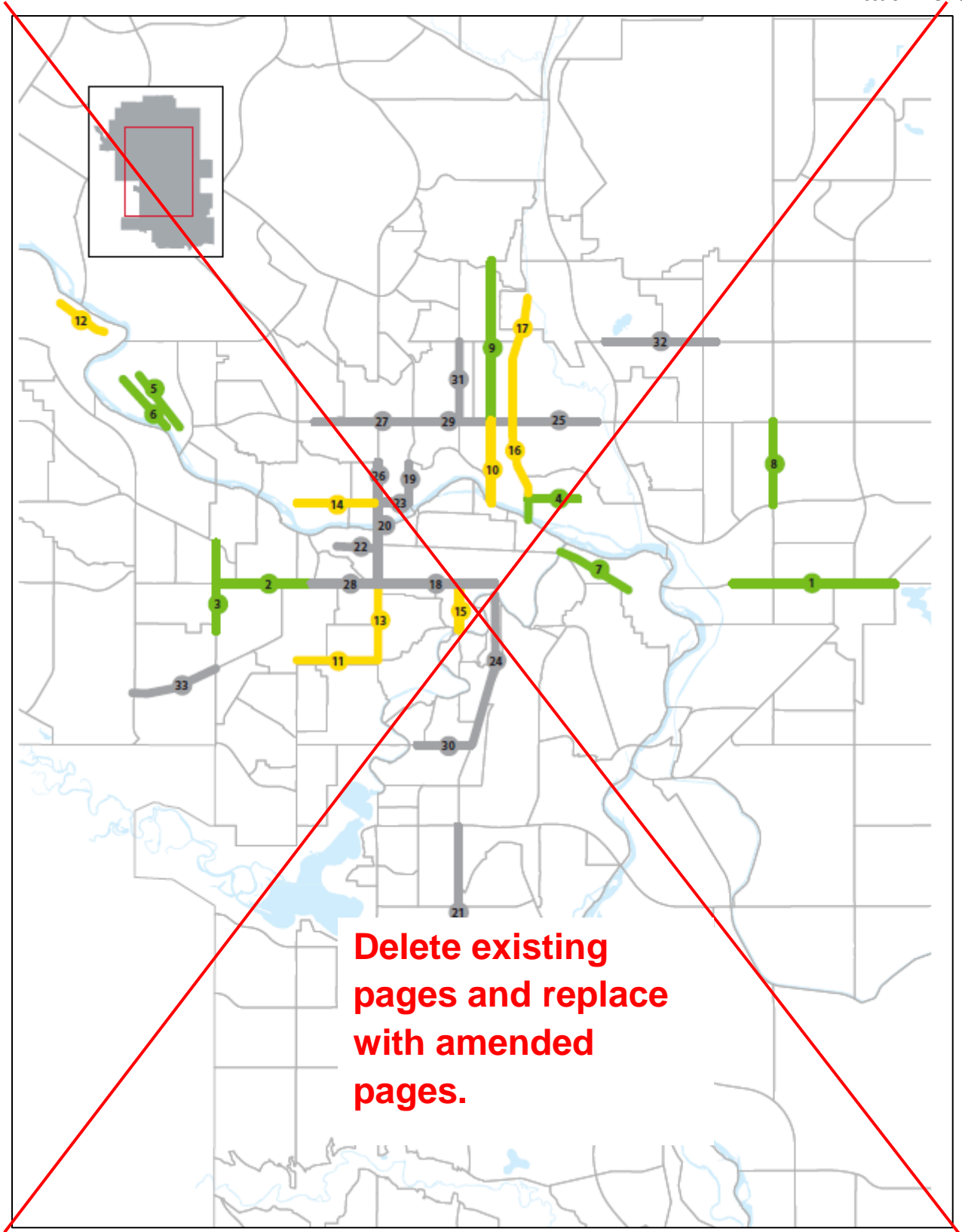
- Planning 2017-2018
Investment 2017-2020
- 1. 17 Ave. S.E.
- 2. 17 Ave. S.W. - 37 St S.W. to Crowchild Tr.
- 3. 37 St. S.W.
- 4. 1 Ave. N.E.
- 5. Bowness Rd. N.W. (Montgomery)
- 6. 16 Ave. N.W. (Montgomery)
- 7. 9 Ave. S.E.
- 8. 30 St. N.E.
- 9. Centre St. N. - North of 16 Ave.
- Planning 2018-2019
Investment 2019-2022
- 10. Centre St. N. - South of 16 Ave.
- 11. 33 Ave. S.W.
- 12. Bowness Rd. N.W. (Bowness)
- 13. 14 St. S.W. - 17 Ave. S.W. to 33 Ave. S.W.
- 14. Kensington Rd. N.W. -
Crowchild Tr to 14 St. N.W.
- 15. 4 St. S.W.
- 16. Edmonton Tr. N.E. - South of 16 Ave.
- 17. Edmonton Tr. N.E. - North of 16 Ave.

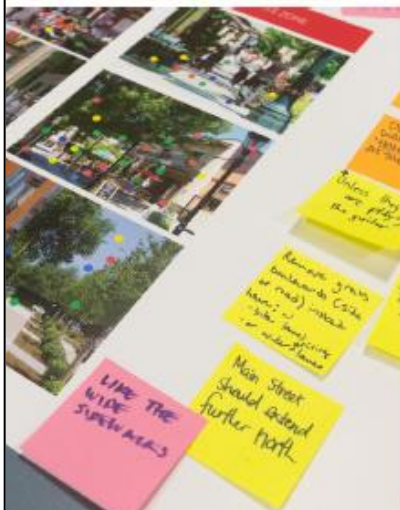
**Long term main street areas
(Review in 2019)**

- 18. 17 Ave. S.W. - 14 St S.W. to Macleod Tr.
- 19. 10 St. N.W.
- 20. 14 St. S.W. - Bow River to 17 Ave. S.W.
- 21. Macleod Tr. S.
- 22. 10 Ave. S.W.
- 23. Kensington Rd. N.W. - 14 St. N.W. to 10 St. N.W.
- 24. Macleod Tr. N.
- 25. 16 Ave. N. - Centre St. N. to Deerfoot Tr.
- 26. 14 St. N.W. - Bow River to 8 Ave. N.W.
- 27. 16 Ave. N. - Banff Tr. N.W. to 10 St. N.W.
- 28. 17 Ave. S.W. - Crowchild Tr. to 14 St. S.W.
- 29. 16 Ave. N. - 10 St. N.W. to Centre St. N.
- 30. 50 Ave. S.W.
- 31. 4 St. N.W.
- 32. 32 Ave. N.E.
- 33. Richmond Rd. S.W.

**Delete existing
pages and replace
with amended
pages.**

Replacement Pages for Main Streets Implementation Plan





Staged implementation

The main street areas were reviewed on four primary evaluation matrices; existing land use district capacity, planning need, redevelopment readiness and infrastructure knowledge and cost. Council approved a staged approach for implementation with PUD2016-0564 and identified 9 main street areas for an initial detailed implementation focus. Council approved the Main Streets Implementation Plan with PUD2017-0241 that included a sequence list of 33 main street areas. To accommodate city wide strategic planning goals, a new approach is required.

Updated analysis provides a list of 35 main street areas for implementation, with a group of 20 main streets areas recommended for immediate and near term action (2018 to 2022). These 20 priority main streets will be prepared for private and public investment; private investment supported by an updated land use framework approved by City Council, then design and construction of a new streetscape and public realm funded by the City of Calgary. A specific sequence list of action for the priority main street areas will not be assigned, allowing flexibility to address changing corporate needs and strategic Council direction.

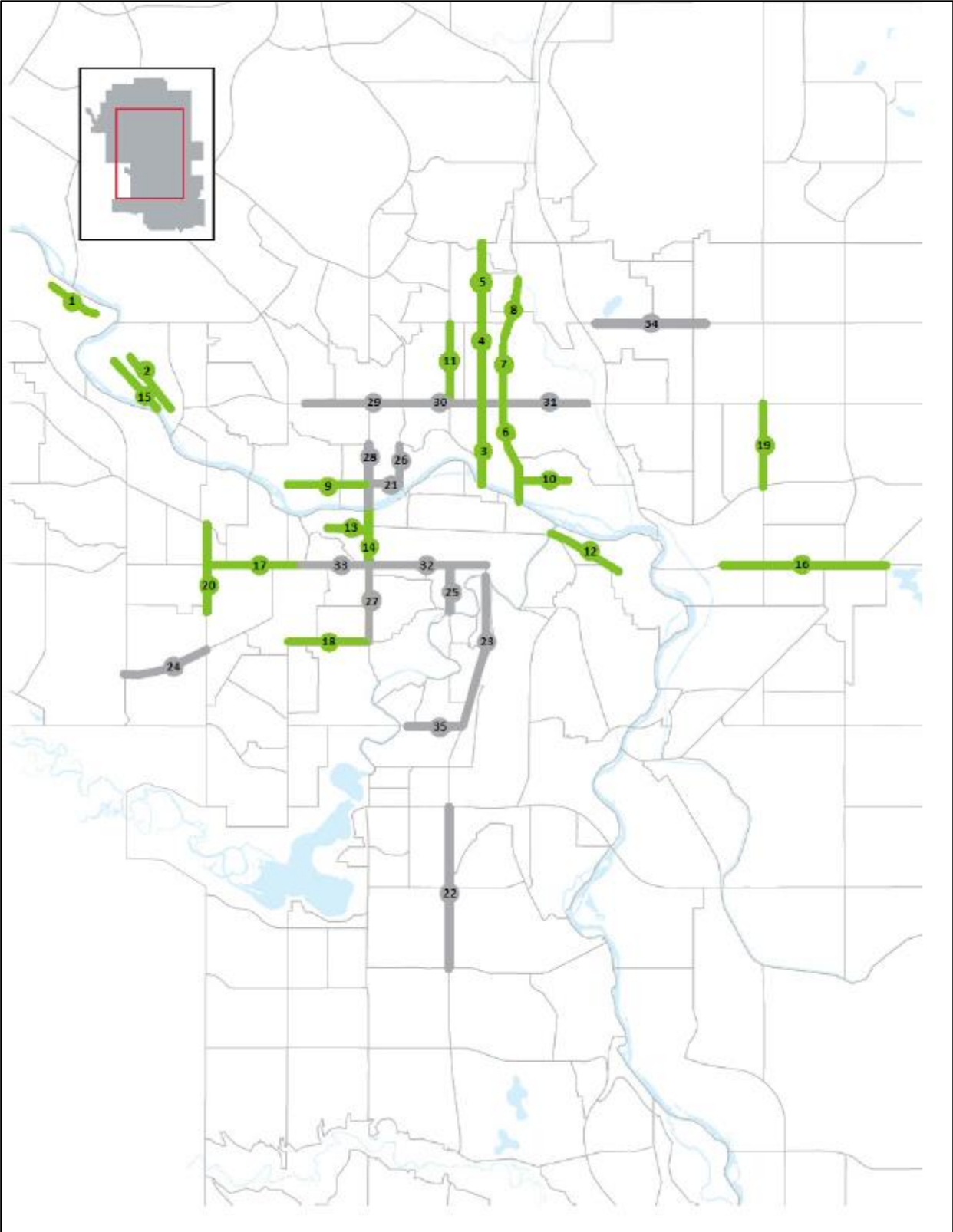
All 35 main street areas will be receiving benefit of programs or services created by innovative solutions related to ongoing project work (e.g. parking management, land use for heritage conservation and vitality creation). Many of the remaining 15 main street areas are receiving a variety of both planning and capital upgrades, with many planning projects or programs at various stages of completion, often infrastructure networks have been recently upgraded or approved for improvement. Several of these areas have adequate planning (local area plans and land use districts) in place. A review of these areas is recommended once land frameworks have been adopted by Council for initial 20 priority main streets, projected to be completed in 2020.

**● Priority main street areas
(Planning/Investment 2018-2022)**

1. Bowness Rd. N.W. (Bowness)
2. Bowness Rd. N.W. (Montgomery)
3. Centre St N - South of 16 Ave. N
4. Centre St N - 16 Ave. to 32 Ave. N
5. Centre St N - North of 32 Ave. N
6. Edmonton Tr N.E. - South of 16 Ave. N.E.
7. Edmonton Tr N.E. - 16 Ave. N.E. to 32 Ave. N.E.
8. Edmonton Tr N.E. - North of 32 Ave. N.E.
9. Kensington Rd. N.W. - Crowchild Tr. to 14 St. N.W.
10. 1 Ave. N.E.
11. 4 St. N.W.
12. 9 Ave. S.E.
13. 10 Ave. S.W.
14. 14 St. S.W. - Bow River to 17 Ave. S.W.
15. 16 Ave. N.W. (Montgomery)
16. 17 Ave. S.E.
17. 17 Ave. S.W. - 37 St. S.W. to Crowchild Tr. S.W.
18. 33 Ave. S.W.
19. 36 St. N.E.
20. 37 St. S.W.

**● Long term main street areas
(Review 2020-2022)**

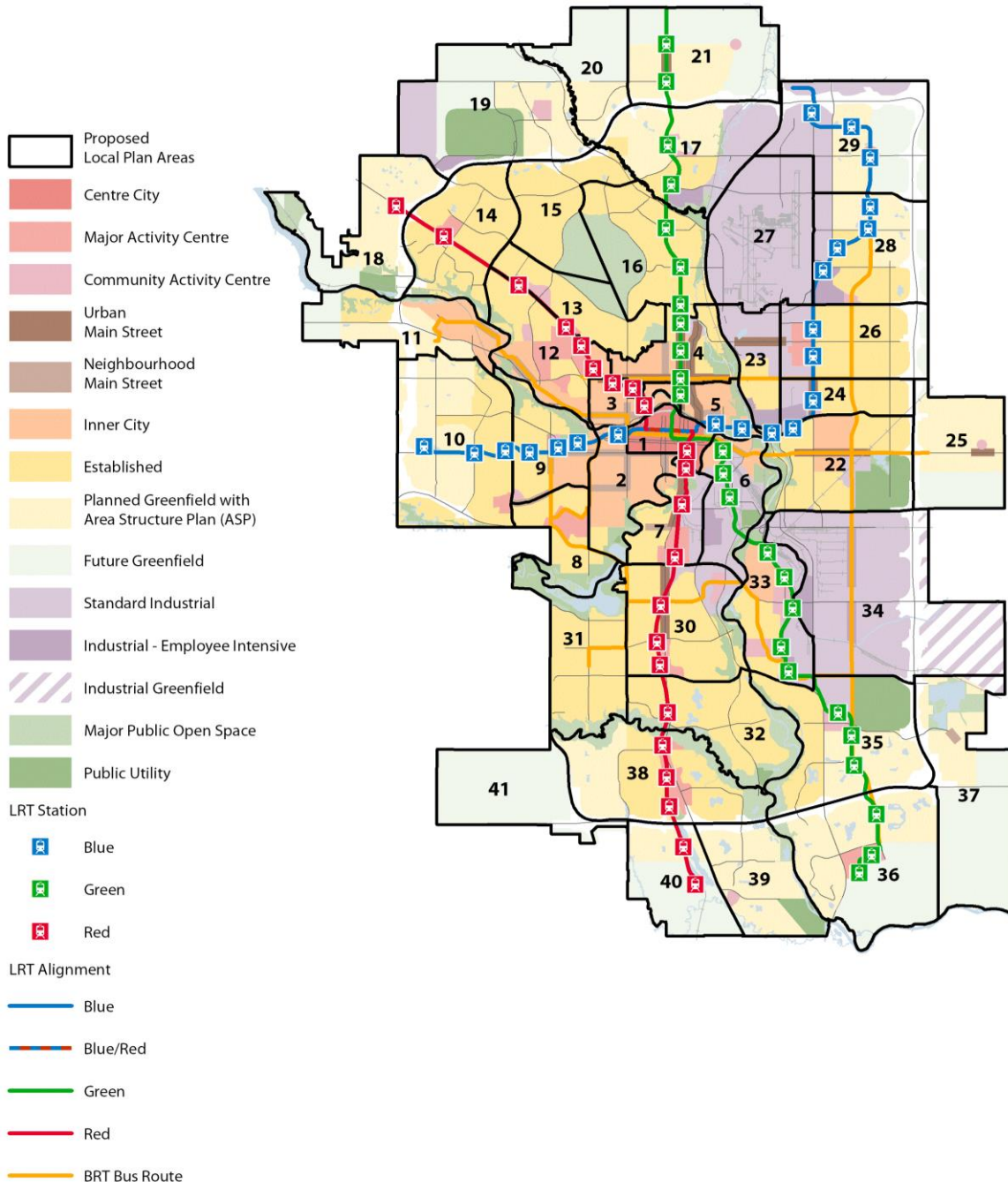
21. Kensington Rd. N.W. - 10 St. to 14 St. N.W.
22. Macleod Tr. South
23. Macleod Tr. North
24. Richmond Rd. S.W.
25. 4 St. S.W.
26. 10 St. N.W.
27. 14 St. S.W. - 17 Ave. S.W. to 33 Ave. S.W.
28. 14 St. N.W. - Bow River to 8 Ave. N.W.
29. 16 Ave. N.W. - Banff Tr. to 10 St. N.W.
30. 16 Ave. N.W. - 10 St. N.W. to Centre St. N
31. 16 Ave. N.E. - Centre St. N to Deerfoot Tr. N.E.
32. 17 Ave. S.W. - 14 St. S.W. to Macleod Tr. S.E.
33. 17 Ave. S.W. - Crowchild Tr. to 14 St. S.W.
34. 32 Ave. N.E.
35. 50 Ave. S.W.



Supporting Maps

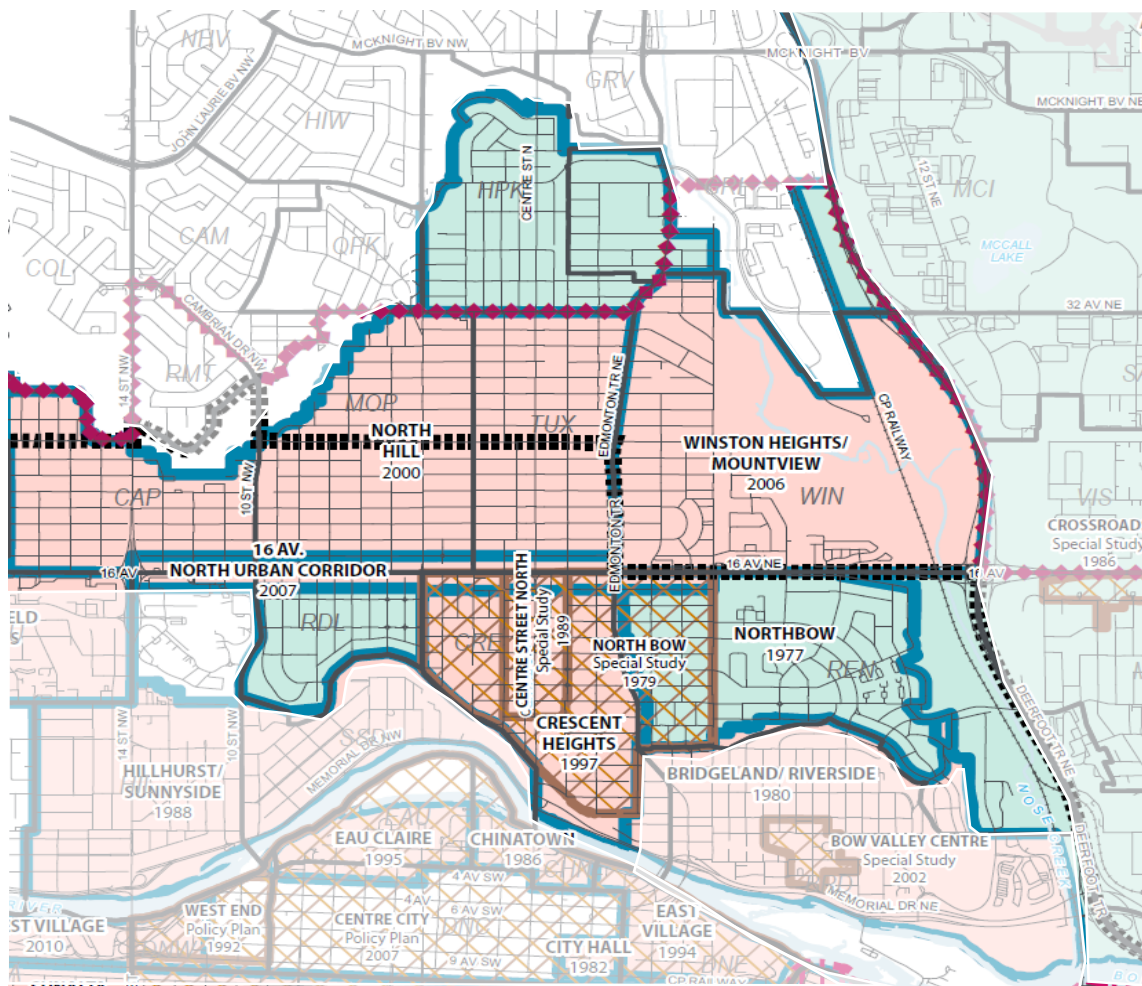
Figure 1: Local Area Plans Strategy – Proposed Plan Area Boundaries

- This map illustrates proposed local area planning boundaries that focus on catchment areas for Main Streets, Light Rail Transit (LRT) stations and Bus Rapid Transit (BRT) stations.
- Boundary lines are also reflective of major dividing features, such as natural areas (e.g. Fish Creek Park, Nose Hill Park) and skeletal roads (e.g. Deerfoot, Stoney Trail)
- The scope of work includes most of Areas 4 and 5 with existing local area plans shown on Figure 3.



Supporting Maps

Figure 2: Existing Local Area Policy Impacted by the Scope of Work



Land Use Planning Policies

Last Data Revision: July, 2017

Legend	
	Area Structure Plan (Statutory)
	Area Redevelopment Plan (Statutory)
	Station Area Plan (Non Statutory)
	Community Plan (Non Statutory)
	Design Brief (Non Statutory)
	L.R.T. Policy (Non Statutory)
	Policy Plan/ Special Study (Non Statutory)
	Established Communities Boundary Infill Guidelines 1993 Modest Residential Bylaw 2P80 1999
	Inner City Boundary Inner City Policy Plan 1979 Inner City Transportation Strategy 2000
	Plan In Preparation
	Transportation/ Utility Corridor
	Community Boundary
	City Limits

Existing Local Area Plans within the Scope of Work

- Highland Village Design Guidelines (2017)
- 16 Avenue North Urban Corridor Area Redevelopment Plan (2017)
- South Nose Creek Site Plan (2008)
- Winston Heights / Mountview Area Redevelopment Plan (2006)
- North Hill Area Redevelopment Plan (2000)
- Crescent Heights Area Redevelopment Plan (1997)
- Centre Street North Special Study (1989)
- North Bow Special Study (1979)
- Inner City Policy Plan (1979)
- North Bow Design Brief (1977)

(number in brackets indicates the year of original adoption or when an entire new version was adopted.)