Summary of Map Changes

Heritage Communities Local Area Planning

PHASE 1: Envisioning the next 30 years



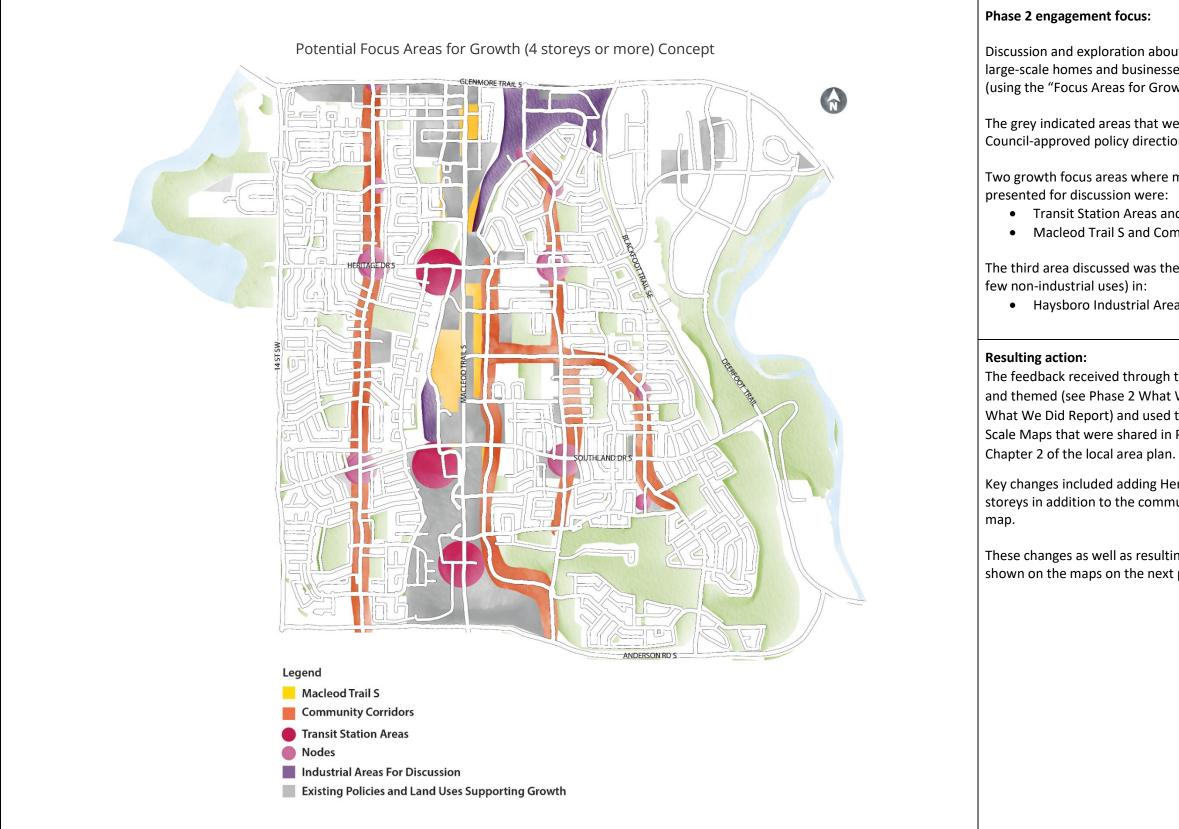
Phase 1 engagement focus:

Engagement was focused on discussing the area's rich history (PAST), the area as it exists today (PRESENT), and the vision for the area and core values that support this vision (FUTURE) – including draft Vision and Core Values to support the ongoing evolution of the area.

Resulting action:

shared in Phase 2.

The feedback received through the first phases of engagement was compiled and themed (see Phase 1.1 and 1.2 What We Heard Reports), considered (see Phase 1.2 What We Did Report) and used to inform revisions to the draft Vision and Core Values. Input received through Phase 1, prior to and following the pandemic, helped created and refine Chapter 1 of the Plan and also helped inform the creation of the "Potential Focus Areas for Growth" concept that was



PHASE 2: Exploring where larger homes and buildings (4 storeys or more) fit best

Discussion and exploration about opportunities for where new moderate to large-scale homes and businesses (4+ storeys) might be appropriate in the area (using the "Focus Areas for Growth Concept" as a starting point for discussions.

The grey indicated areas that were already zoned for or which already have Council-approved policy direction for 4 storeys or more.

- Two growth focus areas where moderate to large-scale growth (4+ storeys) were
 - Transit Station Areas and Neighbourhood Activity Centres (Nodes) • Macleod Trail S and Community Corridors
- The third area discussed was the potential for evolution and change (allowing
 - Haysboro Industrial Area and Fairview Industrial Area

The feedback received through the second phase of engagement was compiled and themed (see Phase 2 What We Heard Report), considered (see Phase 2 What We Did Report) and used to create the initial Urban Form and Building Scale Maps that were shared in Phase 3, along with additional refinements to

Key changes included adding Heritage Drive as an East-West corridor where 4 storeys in addition to the community corridors shown in orange on the facing

These changes as well as resulting urban form categories and building scale are shown on the maps on the next page from Phase 3.



PHASE 3: Initial Urban Form & Building Scale Maps

sing types along higher activi

streets. Supports limited opportunities for small, local erving commercial in small buildings alongside primari sidential development. Areas include portions of Fairmont Drive S.E., Elbow Drive S.W. and Heritage Drive S.



rcial activity. pically arranged in larger blocks in a non-grid pa onsist of the Anderson Major Activity Centre and



ry industrial land supply. Areas include Fairiy

gional Campus – areas characterize y large sites that are used for regional nstitutional or transportation function regulated by the provincial or federal ent including airports, railvard nitals and post-secondary ins

pecial Policy Area - identify place for specific policy guidance and can applied over a portion of an urban form ategory to modify existing policy or to provide additional policy guidance to a specific area while still emphasizing the general function. This is found in portions of Fairview Industrial and along Haysboro Industrial.

> Comprehensive Planning Site - identify additional planning or supplementary site design to support future planning

atural Areas - provide a range of

include a range of amenities related to

Parks and Open Space – areas characterized by publicly accessible outdoor space may include amenities and

civic uses (such as schools and communit

City Civic and Recreation – areas characterized by indoor and outdo facilities located on public land.

Private Institutional and Recreation areas characterized by indoor and outdoor recreation facilities on private land.

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left).

Resulting action:

key topics:

All feedback received through the third phase of engagement was compiled and themed (see Phase 3 What We Heard Report), considered (see Phase 3 What We Did Report) and used to revise the Urban Form and Building Scale Maps and supporting policies (found in Chapter 2) that were shared in Phase 4. Investment Priorities were refined, along with all content within Chapter 3 of the local area plan.

Additional changes can be seen by viewing the map on the next page.

Phase 3 engagement focus: Engagement in phase 3 was focused on three

Topic 1: Small-Scale Homes

We heard from the community that small-scale homes are an important topic. We looked for your input to inform policy direction on this topic.

Topic 2: Draft Urban Form & Building Scale Maps

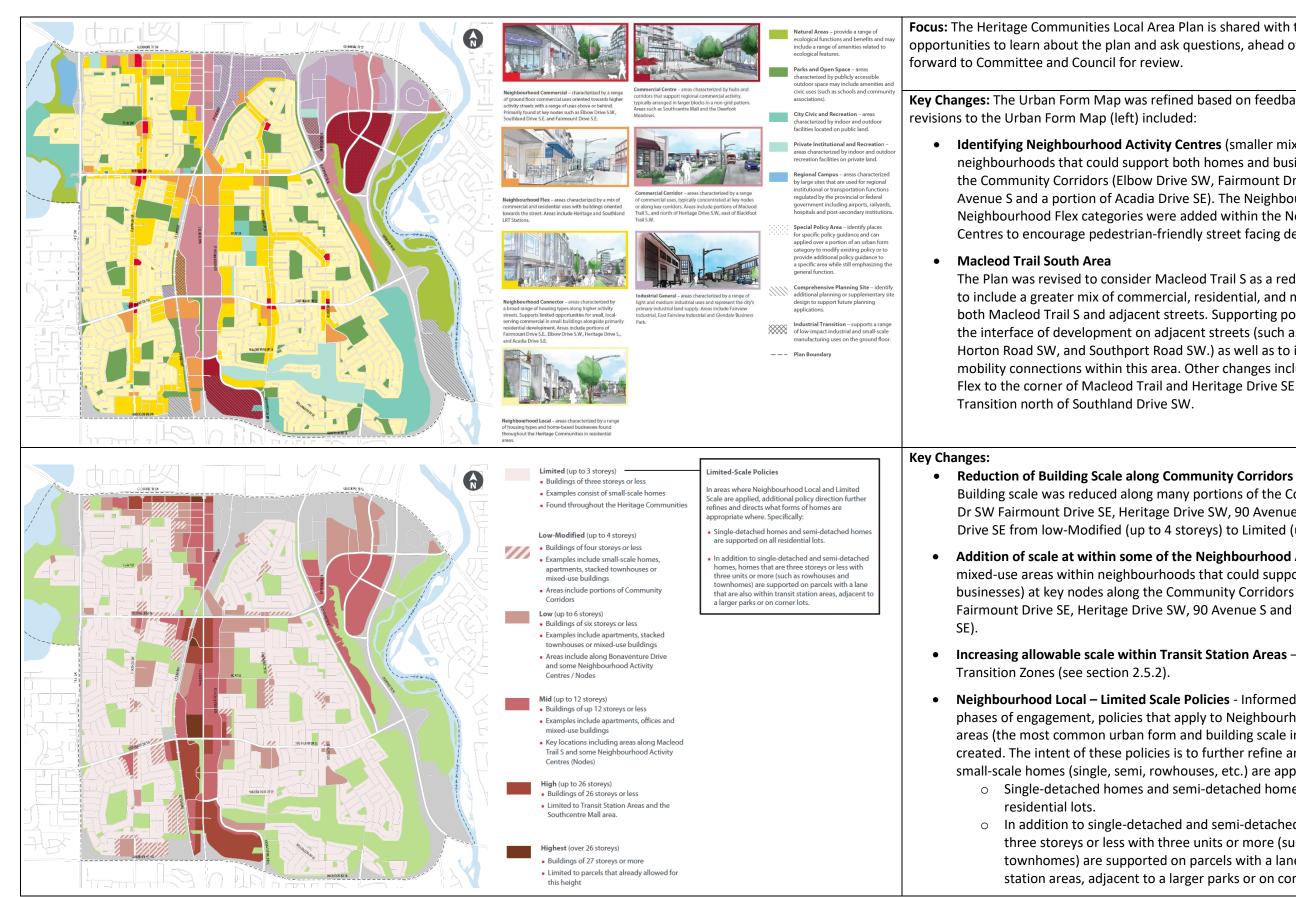
We started the conversation about focus areas for growth and change in the last phase. We created updated draft maps based on the Focus Areas for Growth from Phase 2 that outlined where and how growth and change could happen in the area (shown on the

Topic 3: Investment Priorities

We discussed priority projects that, when implemented, can help support this growth. This could include projects such as playground enhancement, pedestrian improvements and new bikeway/pathway connections.

Key changes made to the maps and supporting policies included: reducing building scale along sections of the Community Corridors including Elbow Drive SW, Heritage Drive SW, Fairmount Drive SE and Acadia Drive SE.increasing the building scale within Neighborhood Activity Centres and within Transit Station Areas Creating policies to direct what forms of small-scale homes (single, semi, rowhouses, etc.) are appropriate where.

PHASE 4 [WE ARE HERE]: Sharing the Heritage Communities Local Area Plan – including refined maps



Focus: The Heritage Communities Local Area Plan is shared with the public, with opportunities to learn about the plan and ask questions, ahead of the plan being brought

Key Changes: The Urban Form Map was refined based on feedback received in Phase 3. Key

Identifying Neighbourhood Activity Centres (smaller mixed-use areas within neighbourhoods that could support both homes and businesses) along and around the Community Corridors (Elbow Drive SW, Fairmount Drive SE, Heritage Drive S, 90 Avenue S and a portion of Acadia Drive SE). The Neighbourhood Commercial and Neighbourhood Flex categories were added within the Neighbourhood Activity Centres to encourage pedestrian-friendly street facing development.

The Plan was revised to consider Macleod Trail S as a redevelopment area, evolving to include a greater mix of commercial, residential, and mixed-use buildings that face both Macleod Trail S and adjacent streets. Supporting policies seeking to improve the interface of development on adjacent streets (such as Bonaventure Drive SE, Horton Road SW, and Southport Road SW.) as well as to improve public spaces and mobility connections within this area. Other changes include adding Neighbourhood Flex to the corner of Macleod Trail and Heritage Drive SE and adding Industrial

Building scale was reduced along many portions of the Community Corridors (Elbow Dr SW Fairmount Drive SE, Heritage Drive SW, 90 Avenue S and a portion of Acadia Drive SE from low-Modified (up to 4 storeys) to Limited (up to 3 storeys).

Addition of scale at within some of the Neighbourhood Activity Centres (smaller mixed-use areas within neighbourhoods that could support both homes and businesses) at key nodes along the Community Corridors (Elbow Drive SW, Fairmount Drive SE, Heritage Drive SW, 90 Avenue S and a portion of Acadia Drive

Increasing allowable scale within Transit Station Areas – both Core Zones and

 Neighbourhood Local – Limited Scale Policies - Informed by feedback from previous phases of engagement, policies that apply to Neighbourhood Local – Limited Scale areas (the most common urban form and building scale in the plan area) were created. The intent of these policies is to further refine and direct what forms of small-scale homes (single, semi, rowhouses, etc.) are appropriate where. Specifically: Single-detached homes and semi-detached homes are supported on all

• In addition to single-detached and semi-detached homes, homes that are three storeys or less with three units or more (such as rowhouses and townhomes) are supported on parcels with a lane that are also within transit station areas, adjacent to a larger parks or on corner lots.