

# Proposed Amendments to the Canada Olympic Park and Adjacent Lands Area Structure Plan

1. The Canada Olympic Park and Adjacent Lands Area Structure Plan attached to and forming part of Bylaw 1P2005, as amended, is hereby further amended as follows:
  - (a) Throughout the document, delete the term “Commercial Main Street” and replace with “Main Street” wherever it appears.
  - (b) In Section 3.0 Strategy, 3.1 Guiding Principles, delete the last bullet and replace with the following:
 

“Develop a distinct, compact, mixed-use area with unique identity and character that contains opportunities for entertainment, employment, and retail amenities for local residents and visitors.”
  - (c) In Section 3.0 Strategy, 3.2 Vision of the Future, delete the third paragraph and replace with the following:
 

“A new mixed-use centre has been developed on the lower portion of the slopes, east of COP. It may feature hotels, restaurants, a public flag plaza and commercial and public amenities that complement events and operations at Canada Olympic Park. For residents of west Calgary, the mixed-use centre provides important new amenities such as residential development and retail amenities. These uses are integrated with the unique landscape through careful site and building design, preserving ravines, watercourses and other important natural features and functions.”
  - (d) Delete the existing Map 2 entitled ‘Land Use Concept’ and replace with the revised Map 2 entitled ‘Land Use Concept’ attached as Schedule A.
  - (e) In Section 5.0 Land Use Areas, 5.6 Gateway District, delete 5.6.1 Purpose and replace with the following:
 

“5.6.1 Purpose  
The Gateway District is intended to provide a pleasant visitor experience that either celebrates an indigenous theme or themes of sports, competition, and winter. It is characterized by a Main Street featuring a variety of outdoor gathering spaces, cafes, bars and restaurants, retail as well as office space and residential uses. While the west portion of the Main Street will be primarily residential and the east portion primarily commercial, the Main Street connecting Canada Olympic Park through the Gateway will be characterized by:

    - distinctive architectural character of both the east and west portions of the block; and

- a safe and visually attractive pedestrian and bike environment with enhanced landscaping, urban furniture, lighting, branding/wayfinding features and social gathering places which recognize the chosen theme.”
- (f) In Section 5.0 Land Use Areas, 5.6 Gateway District, 5.6.2 Policies, (1) Composition of the Gateway District, delete policies (a) and (b) and replace with the following:
- “(a) Subject to the policies of this Plan, the Gateway District should predominantly contain mixed-use development with residential, office and other commercial or institutional uses, preferably located above at-grade retail uses. Other uses for the ground floor (e.g. residential, institutional) will be considered and evaluated based on appropriate activation and building design.
  - (b) Single-use residential, office and other commercial or institutional buildings may be considered acceptable in the Gateway District where an appropriate interface is proposed between the building and the public realm.”
- (g) In Section 5.0 Land Use Areas, 5.6 Gateway District, 5.6.2 Policies, (2) Design of the Gateway District, delete policy (a) and replace with the following:
- “(a) The Main Street in the eastern portion of the Gateway District shall be predominately lined with commercial uses at grade. The Main Street in the western portion of the Gateway District must accommodate residential uses and should consider opportunities for commercial uses at grade where there is an opportunity to create a strong focal point and/or sense of place to enhance the pedestrian experience.”
- (h) In Section 5.0 Land Use Areas, 5.6 Gateway District, 5.6.2 Policies, (2) Design of the Gateway District, delete policies (c) through (f) and replace with the following:
- “(c) At grade retail units on the Main Street and other focal points (e.g. squares) should have entryways onto the street.
  - (d) Office uses with a use area over 465 m<sup>2</sup> in both the east and west portions of the Gateway District and residential uses in the east portion of the Gateway District must not locate at grade along the Main Street, except for health care service related uses.
  - (e) Structured and underground parking in the Gateway District should be the predominant form of parking.
  - (f) Surface parking lots shall not be located between buildings and the Main Street. Limited surface parking may be provided for temporary drop-off areas associated with residential, hotel or similar uses provided they do not impact pedestrian safety and interfere with pedestrian routes and pathways.”

- (i) In Section 5.0 Land Use Areas, 5.6 Gateway District, 5.6.2 Policies, (2) Design of the Gateway District, delete policy (i) and replace with the following:

“(i) Buildings in the Gateway District may be up to 6 storeys.”

- (j) In Section 5.0 Land Use Areas, 5.8 Commercial District, delete 5.8.1 Purpose and replace with the following:

“5.8.1 Purpose

The purpose of the Commercial District is to accommodate a wide range of commercial uses such as retail, office, and hotel as well as residential development. The Commercial District will serve as a draw for residents from surrounding communities, and will also provide everyday services and amenities for local residents. Retail units located along the Main Street will be characterized by street-oriented building design with frequent entries to provide an animated streetscape, while larger uses (e.g. supermarket) are located off the Main Street. Direct access to this area is provided via the access at Sarcee Trail.”

- (k) In Section 5.0 Land Use Areas, 5.8 Commercial District, 5.8.2 Policies, (1) Composition of the Commercial District, delete policies (a) and (b) and replace with the following:

“(a) Subject to the policies of this Plan, the Commercial District should predominantly contain mixed-use development with residential, office and other commercial or institutional uses preferably located above at-grade retail uses. Other uses for the ground floor (e.g. residential, institutional) will be considered and evaluated based on appropriate activation and building design.

“(b) Single-use residential, live/work, office and other commercial or institutional buildings may be considered acceptable in the Commercial District where an appropriate interface is proposed between the building and the public realm.”

- (l) In Section 5.0 Land Use Areas, 5.8 Commercial District, 5.8.2 Policies, (1) Composition of the Commercial District, delete policy (d) and replace with the following:

“(d) Large scale retail and gas bars may be located in the Commercial District, but are discouraged from locating along the Main Street.”

- (m) In Section 5.0 Land Use Areas, 5.8 Commercial District, 5.8.2 Policies, (2) Design of the Commercial District, delete policies (b) through (d) and replace with the following:

“(b) Small to medium scale commercial units should be located at grade along the Main Street. Larger retail units may be considered along the Main Street provided they are located above or below

grade, or located at grade and lined by smaller units fronting the street. Main Street viability and success will be predominantly shaped by commercial or mixed-use buildings with ground floor retail.

- (c) Office uses with a use area over 465 m<sup>2</sup> must not locate at grade along the Main Street, except for health care service related uses.
- (d) A privately owned but publicly accessible amenity space should be provided in the Commercial District. The amenity space should provide appropriate street furniture including, but not limited to, seating, lighting and public art at key locations.”
- (n) In Section 5.0 Land Use Areas, 5.8 Commercial District, 5.8.2 Policies, (2) Design of the Commercial District, delete policy (h) and replace with the following:
  - “(h) Structured and underground parking in the Commercial District shall be the predominant form of parking.”
- (o) In Section 8.0 Density Policies, 8.4 Use Intensity in the Gateway, Village and Commercial Districts, delete 8.4.1 Purpose and replace with the following:
  - “8.4.1 Purpose  
The purpose of this section is to outline how densities will be monitored with any new development proposed within the Gateway, Village and Commercial Districts. Maximum densities must align with the recommendations identified in available studies, specifically in regards to available transportation capacity and sanitary capacity. Policies are also provided to establish how density may be distributed on a block.”
- (p) In Section 8.0 Density Policies, 8.4 Use Intensity in the Gateway, Village and Commercial Districts, delete 8.4.2 Policies and all associated tables and replace with the following:
  - “8.4.2 Policy  
(1) Sanitary and road capacity are set by a Traffic Impact Assessment (TIA) and Sanitary Sewer Study. Supplementary study memos will be required to be provided with applicable development permit and/or land use redesignation applications so that intensity can be monitored by the Development Authority in relation with the conclusions of the initial studies and to justify any deviations from the initial studies. The Development Authority and both studies presume that all blocks, as identified on Map 4 Development Blocks, will be allocated a reasonable level of density. The Development Authority will also monitor the magnitude and mix of land use for appropriateness.”

- (q) In Section 9.0 Development Staging Policies, 9.2 Off-Site Transportation Capacity, 9.2.2 Policies, delete policy (1)(a)(ii)(D) and replace with the following:

“(D) The intent of the policies is to ensure that the phasing of the proposed development within the Gateway, Village, and Commercial Districts meets the intent and vision of the mixed-use development assumptions and guiding principles proposed for the plan area. Proposed development in the Gateway, Village, and Commercial Districts is subject to ongoing analysis of implications to the local and regional transportation network. As a result of these analyses, development may be limited/restricted to ensure an appropriate mix of uses is achieved across the subject site, and that local and regional transportation networks are not compromised.”

- (r) In Section A.3 Slope Adaptive Design, A.3.2 Guidelines, (1) Site Grading, delete guideline (iii) and replace with the following:

“(iii) minimize the use of retaining walls with any such walls not to exceed 1.8 metres (6.0 feet) in height, or 15.0 metres (50 feet) in length. Variances may be warranted if retaining walls are fully integrated within buildings or if the site incorporates landscape and architectural enhancements applied to retaining walls.”

- (s) In Section A.3 Slope Adaptive Design, A.3.2 Guidelines, delete (3) Built Form and replace with the following:

“(3) Built Form

Development on a site should

- (i) on significantly sloped sites, consider designing buildings that step down the slope, using creative grade changes through multi-level terracing, especially when structurally justified,
- (ii) be terraced where logical to follow the natural topography with the grading at the base of an uphill building to be limited to one storey of cut per building step (in section). Half or two-storey terracing may be warranted where retaining walls are fully integrated within buildings or if the site incorporates landscape and architectural enhancements applied to retaining walls, and
- (iii) be designed so that the natural slope of the land and selected architectural style informs the selection of applicable rooflines/roof designs.”

- (t) In Section A.3 Slope Adaptive Design, A.3.2 Guidelines, (5) Trail System, delete guideline (c) and replace with the following:
- “(c) For multi-use trails within environmental reserve parcels, a Biophysical Impact Assessment report and other studies that address the design and impact of the multi-use trail system on the natural environment should be submitted at the Development Permit stage as part of the evaluation process.”
- (u) In Section A.3 Slope Adaptive Design, A.3.3 Analysis, (1) Slope Adaptive Development Analysis, delete guideline (a) and replace with the following:
- “(a) A Slope Adaptive Development Analysis should be submitted in conjunction with an Outline Plan application, or, if determined appropriate, a Development Permit application.”
- (v) In Section A.4 Visual Compatibility, A.4.2 Guidelines, (3) Orientation, delete guideline (a) and replace with the following:
- “(a) For developments immediately adjacent to the Trans-Canada Highway, site design should incorporate variations in building setbacks, orientation, and grades to mitigate the visual impact of development and avoid a “wall” or “string” of development along the slope. These developments should incorporate variations in:
- (i) building length,
  - (ii) building setbacks and step-backs,
  - (iii) massing and grade changes to prevent creation of “wall” or “string development”,
  - (iv) elevation treatment through creative interplay of primary and secondary architectural elements, balconies, rooflines, and
  - (v) colour and texture of materials.”
- (w) In Section A.5 Built Form, A.5.2 Built Form, delete the heading “(1) General Design Policies” and replace with “**(1) General Design Guidelines**”.
- (x) Delete the existing Map 5 entitled ‘Main Streets’ and replace with the revised Map 5 entitled ‘Main Streets’ attached as Schedule B.
- (y) In Section A.5 Built Form, A.5.2 Built Form, (2) Building Design, delete guideline (b)(i) and replace with the following:
- “(i) shall provide direct access to the public sidewalk from individual ground floor units that face the Main Streets. Other design options will be considered based on the proposed design and any specific needs or requirements identified.”

- (z) In Section A.5 Built Form, A.5.2 Built Form, (2) Building Design, delete guideline (b)(iii) and replace with the following:

“(iii) should provide architectural treatments and building design that reflect narrow storefronts (as a guideline, a width of 10 metres is considered a useful benchmark) and frequent entries in commercial areas to help create strong visual interest, regardless of the size of use, and enable an easier transition to future smaller units if that opportunity occurs in the future.”

- (aa) In Section A.5 Built Form, A.5.2 Built Form, (2) Building Design, delete guideline (d) and replace with the following:

“(d) Maximum heights of buildings in the Gateway, Village and Commercial Districts are identified in Map 6 Building Height.”

- (bb) In Section A.5 Built Form, A.5.2 Built Form, (3) Prominent Building Design and Review, delete guideline (a) and replace with the following:

“(a) The number and general location of Prominent Buildings are identified in Map 6 Building Height. The exact location of each prominent building may vary at the discretion of the Development Authority.”

- (cc) In Section A.5 Built Form, A.5.2 Built Form, (3) Prominent Building Design and Review, delete guidelines (d)(ii) and (d)(iii) and replace with the following:

“(ii) upper storey design should include special architectural attention through massing, step-backs, roof amenity space, screening and proper housing of roof top mechanical and communication equipment.

“(iii) as per the above figure, prominent buildings may have a minimum 6.0 metre setback from the edge of the podium above the sixth storey.”

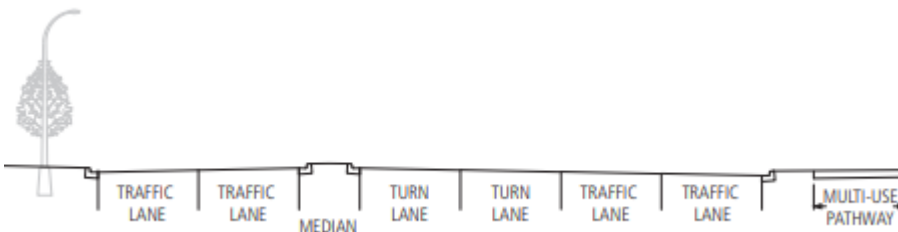
- (dd) In Section A.5 Built Form, A.5.3 Parking and Service Areas in the Gateway, Village and Commercial Districts, (1) Parking Orientation, delete guidelines (a) through (c) and replace with the following:

“(a) Structured and underground parking in the Gateway and Commercial Districts is preferred and should be provided as per Map 7 Parking Allocation. On-street parallel or angled parking is encouraged. Surface parking is discouraged.

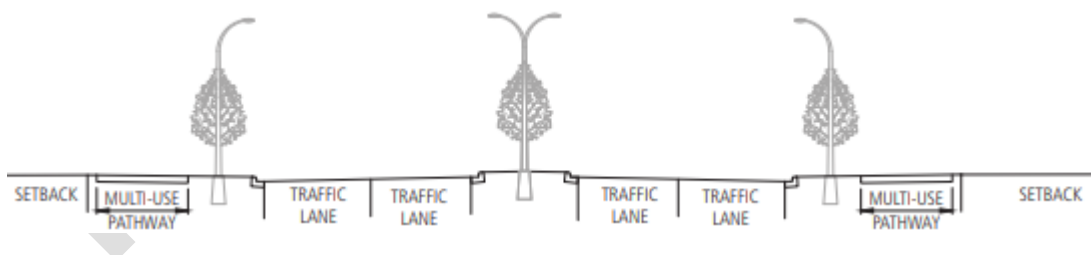
“(b) Parking access and driveways should be minimized along the Main Street, as they detract from the look and feel of the street, reduce the space available for viable planting opportunities, interrupt the pedestrian environment and conflict with bus stops. Access should be from rear lanes or side streets.

- (c) Motor vehicle parking lots shall not be permitted adjacent to the Main Street. Limited surface parking may be provided for temporary drop-off areas associated with residential, hotel or similar uses provided they do not impact pedestrian safety or interfere with pedestrian routes and pathways. Parking locations will be further evaluated at the development permit stage to the satisfaction of the Development Authority.”
- (ee) Delete the existing Map 7 entitled ‘Parking Allocation’ and replace with the revised Map 7 entitled ‘Parking Allocation’ attached as Schedule C.
- (ff) In Section A.5 Built Form, A.5.4 Street Cross-Sections, delete guideline (a) and replace with the following:
  - “(a) The street cross-sections shown in the figures below depict the general configuration of streets in the Gateway, Village and Commercial Districts.”
- (gg) In Section A.5 Built Form, A.5.4 Street Cross-Sections, delete Street cross-section A, B, C and D figures and replace with the following:

**Street cross-section A: Canada Olympic Drive SW**

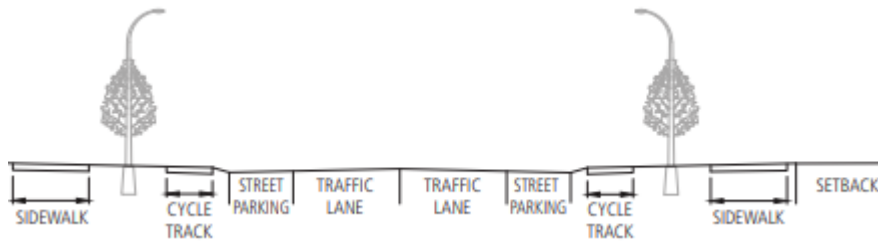


**Street cross-section B: Canada Olympic Drive SW**

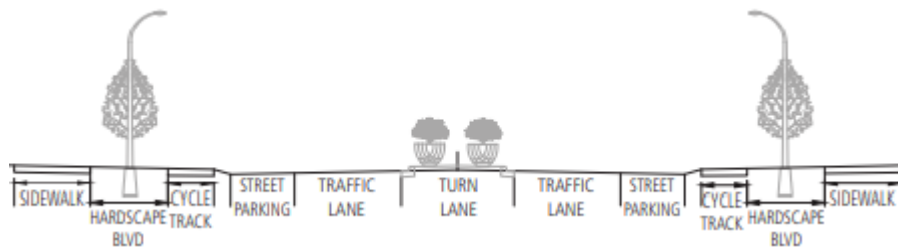


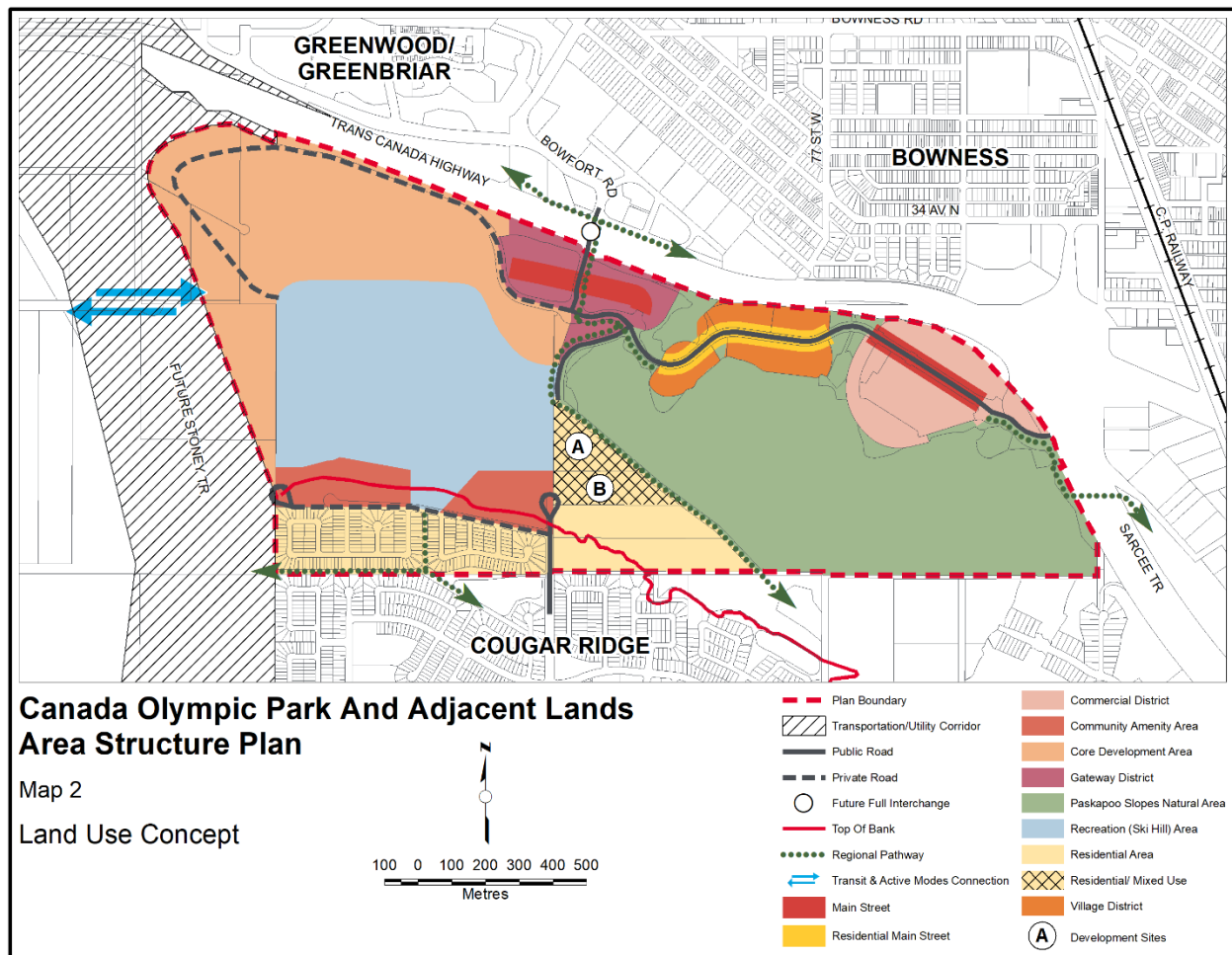


**Street cross-section C: Village District**

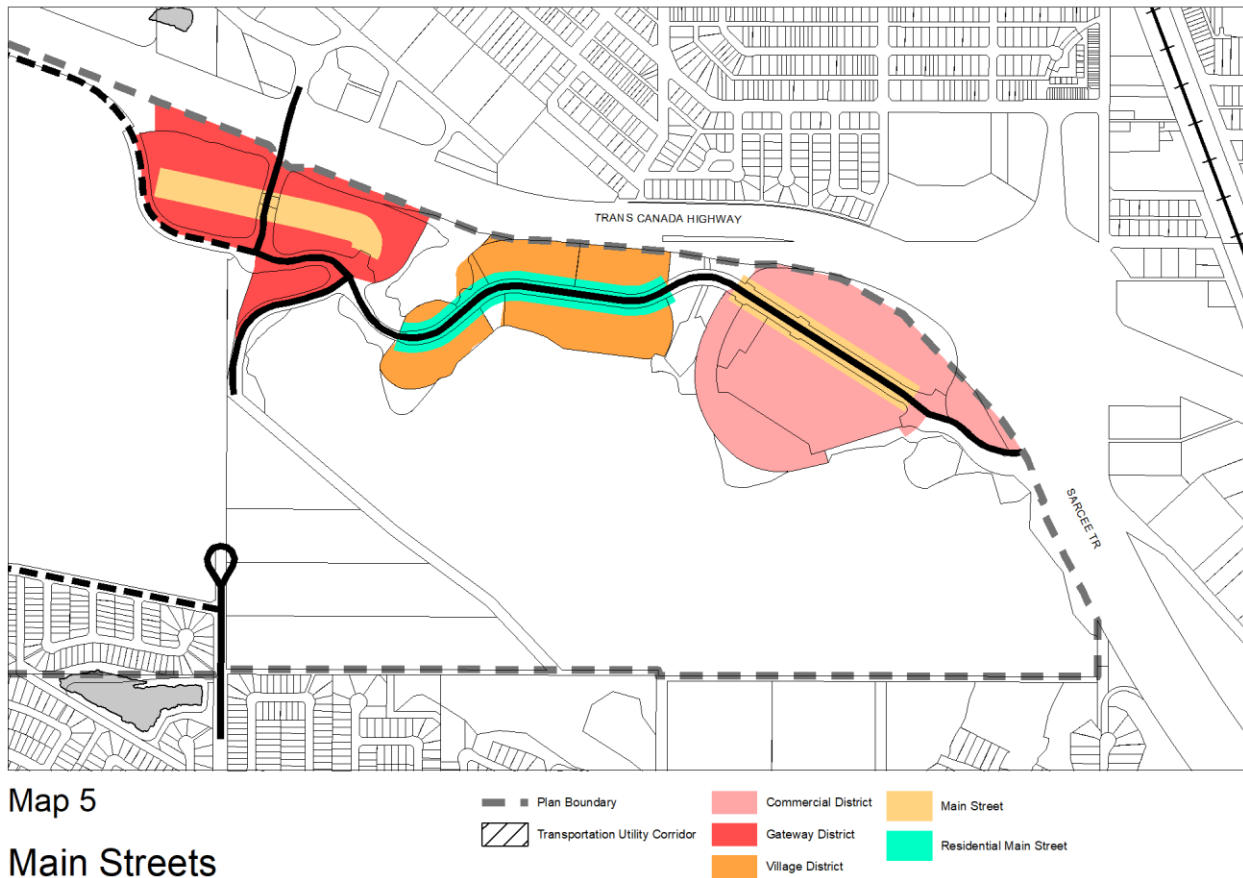


**Street cross-section D: Commercial District**

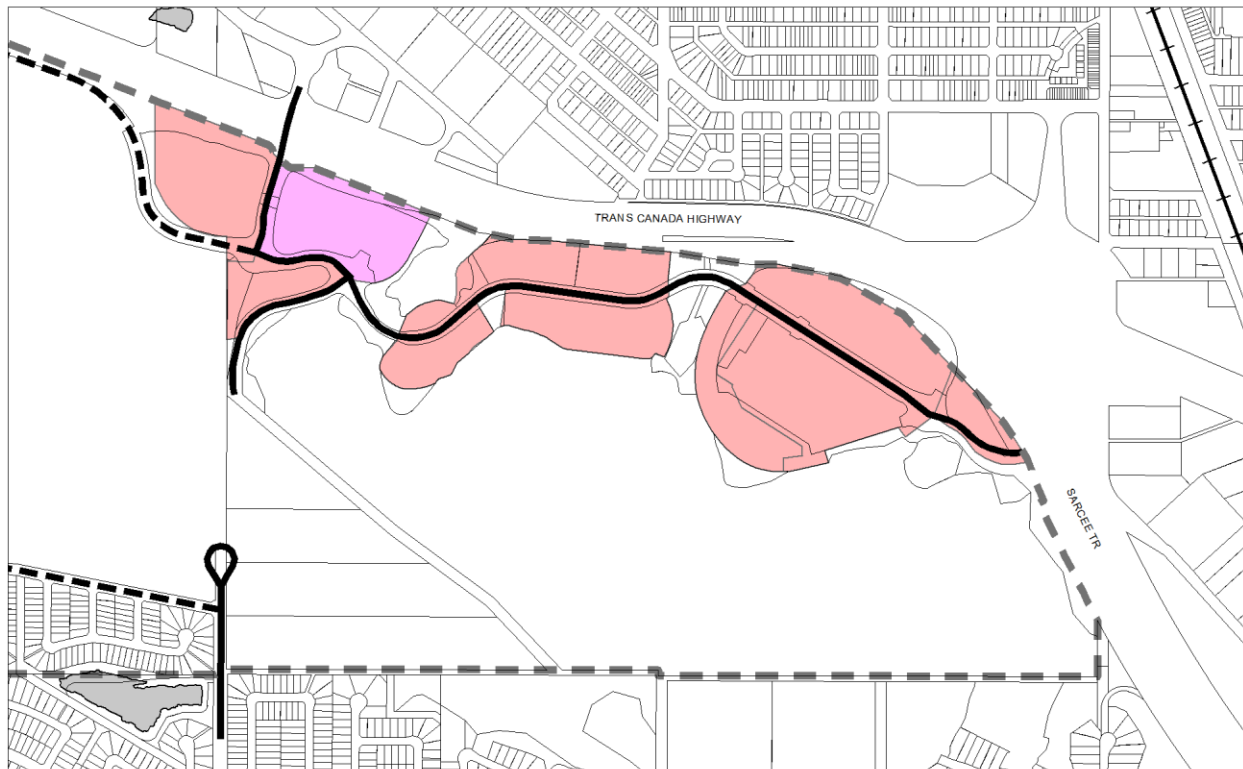


**SCHEDULE A**

**SCHEDULE B**



**SCHEDULE C**



Map 7

**Parking Allocation**

- |                                   |                                       |
|-----------------------------------|---------------------------------------|
| ■ Plan Boundary                   | 50% Structured or Underground Parking |
| ▨ Transportation Utility Corridor | 60% Structured or Underground Parking |

TEXT FC