

**POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
AMENDMENT  
RESIDUAL SUB-AREA 6, CANADA OLYMPIC PARK  
(WARD 1 AND WARD 6)  
SOUTH OF TRANS-CANADA HIGHWAY BETWEEN COP AND  
SARCEE TRAIL SW  
BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015**

**MAP 27W,33W**

**EXECUTIVE SUMMARY**

This Policy Amendment, Road Closure and Land Use Amendment application is for 104.81 hectares (259.21 acres) located south of the Trans-Canada Highway, between Canada Olympic Park and Sarcee Trail SW. The applicant proposes a mixed-use centre consisting of residential, retail and commercial uses on about 34 hectares (84 acres) while dedicating about 67 hectares (165 acres) for open space. The proposed development footprint is divided into three distinct areas – the Gateway, Village and Commercial Districts.

As a portion of the western gateway to the city, the design of the site and subsequent building design are important factors that will shape people's impressions of our city for years to come. The policies in the proposed Area Structure Plan and rules of the proposed Direct Control Districts are calibrated to ensure the overall site design achieves the principles of high quality urban design while allowing flexibility in the location of uses and the design of buildings within each District.

The subject site contains highly complex topography, environmentally significant areas, several water courses and natural springs. The slopes also hold significant historic and cultural value with dozens of known archaeological sites that date back several thousand years. Many of these resources (natural and cultural) will be preserved on upper portions of the slopes in areas that will be dedicated to The City. Trails and pathways on the site are used regularly by Calgarians for a range of recreational uses throughout the year.

Feedback has been gathered and information shared through a rigorous planning process that dates back to the autumn of 2013, several months prior to submission of the proposal itself. Development of this site is a highly controversial topic with public opinion ranging from complete opposition to any development of this site, to more nuanced opposition regarding the form of development proposed, to those who see overall benefits of the proposal.

This Policy Amendment, Road Closure and Land Use Amendment application is accompanied by an Outline Plan application.

**PREVIOUS COUNCIL DIRECTION**

None

**ADMINISTRATION RECOMMENDATION(S)**

2015 June 04

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendment, Road Closure and Land Use Amendment.

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**RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION**

That Council hold a Public Hearing on Bylaws 25P2015, 9C2015, 120D2015, 121D2015, 122D2015, 123D2015, 124D2015 and 125D2015; and

1. **ADOPT** the proposed amendments to the Canada Olympic Park and Adjacent Lands Area Structure Plan, in accordance with Administration's recommendation; and
2. Give first reading to the proposed Bylaw 25P2015; and
3. **WITHHOLD** second and third readings pending the execution of a Special Development Agreement related to the infrastructure requirements for access to Sarcee Trail SW.
4. **ADOPT** the proposed closure of 4.86 hectares ± (12.01 acres ±) of road (Plan 1511348, Area A, B, C and D; Plan 1511349, Area E; Plan 1511350, Area F) adjacent to 7137, 7529, 7757, 8511 and 8125 – 16 Avenue SW, 8395, 8610 and 8800 Canada Olympic Drive SW and 8475 Bowfort Road SW, in accordance with Administration's recommendation; and
5. Give first reading to the proposed closure Bylaw 9C2015; and
6. **WITHHOLD** second and third readings pending the execution of a Special Development Agreement related to the infrastructure requirements for access to Sarcee Trail SW.
7. **ADOPT** the proposed redesignation of 82.96 hectares ± (205.00 acres ±) located at 7137, 7529, 7757, 8511 and 8125 – 16 Avenue SW, 8610 and 8395 Canada Olympic Drive SW, 8800 Canada Olympic Drive SW and the closed road (Portion of Plan 5565AH, Block E; Plan 5565AH, Block 51, Lot 8; Plan 7910494, Block B; portion of Plan 8511194, Block 64; portion of Plan 2721X, OT and RW; portion of NE 1/4 Section 27-24-2-5; Plan 1511348, Area A, B, C and D; portion of Plan 1511349, Area E) from Commercial – Corridor 3 f1.0h12 (C-COR 3f1.0h12) District, AG-B (M.D. of Rockyview) District, DC Direct Control District and Undesignated Road Right-of-Way to Residential – Low Density Multiple Dwelling (R-2M) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – Future Urban Development (S-FUD) District, Special Purpose – Urban Nature (S-UN) District and DC Direct Control District to accommodate mixed-use development, in accordance with Administration's recommendation; and

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8. Give first reading to the proposed Bylaw 120D2015; and
9. **WITHHOLD** second and third readings pending the execution of a Special Development Agreement related to the infrastructure requirements for access to Sarcee Trail SW.
10. **ADOPT** the proposed redesignation of 1.41 hectares ± (3.48 acres ±) located at 8125 – 16 Avenue SW and the closed road (Portion of Plan 5565AH, Block E; Plan 1511348, Area E) from Commercial – Corridor 3 f1.0h12 (C-COR 3f1.0h12) District, AG-B (M.D. of Rockyview) District, DC Direct Control District and Undesignated Road Right-of-Way **to** DC Direct Control District to accommodate multi-residential development with opportunity for support commercial, in accordance with Administration’s recommendation; and
11. Give first reading to the proposed Bylaw 121D2015; and
12. **WITHHOLD** second and third readings pending the execution of a Special Development Agreement related to the infrastructure requirements for access to Sarcee Trail SW.
13. **ADOPT** the proposed redesignation of 8.37 hectares ± (20.68 acres ±) located at 7529 and 8125 – 16 Avenue SW and the closed road (Portion of Plan 5565AH, Block E; portion of NE 1/4 Section 27-24-2-5; portion of Plan 1511349, Area E) from Commercial – Corridor 3 f1.0h12 (C-COR 3f1.0h12) District, AG-B (M.D. of Rockyview) District and Undesignated Road Right-of-Way **to** DC Direct Control District to accommodate low- and medium-density development with opportunity for support commercial, in accordance with Administration’s recommendation; and
14. Give first reading to the proposed Bylaw 122D2015; and
15. **WITHHOLD** second and third readings pending the execution of a Special Development Agreement related to the infrastructure requirements for access to Sarcee Trail SW.
16. **ADOPT** the proposed redesignation of 5.08 hectares ± (12.55 acres ±) located at 7137, 7529 and 7757 – 16 Avenue SW and the closed road (Portion of Plan 2721X, OT and RW; portion of NE 1/4 Section 27-24-2-5; Plan 1511350, Area F) from AG-B (M.D. of Rockyview) District and Undesignated Road Right-of-Way **to** DC Direct Control District to accommodate mixed-use development, in accordance with Administration’s recommendation; and

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17. Give first reading to the proposed Bylaw 123D2015; and
18. **WITHHOLD** second and third readings pending the execution of a Special Development Agreement related to the infrastructure requirements for access to Sarcee Trail SW.
19. **ADOPT** the proposed redesignation of 5.64 hectares ± (13.94 acres ±) located at 7137, 7529 and 7757 – 16 Avenue SW, (Portion of portion of Plan 272 IX, OT and RW; portion of NE 1/4 Section 27-24-2-5) from AG-B (M.D. of Rockyview) District to DC Direct Control District to accommodate commercial development with opportunity for multi-residential development, in accordance with Administration’s recommendation; and
20. Give first reading to the proposed Bylaw 124D2015; and
21. **WITHHOLD** second and third readings pending the execution of a Special Development Agreement related to the infrastructure requirements for access to Sarcee Trail SW.
22. **ADOPT** the proposed redesignation of 1.35 hectares ± (3.34 acres ±) located at 7137– 16 Avenue SW (Portion of NE 1/4 Section 27-24-2-5) from AG-B (M.D. of Rockyview) District to DC Direct Control District to accommodate commercial development with the opportunity for multi-residential development, in accordance with Administration’s recommendation; and
23. Give first reading to the proposed Bylaw 125D2015; and
24. **WITHHOLD** second and third readings pending the execution of a Special Development Agreement related to the infrastructure requirements for access to Sarcee Trail SW.

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**REASON(S) FOR RECOMMENDATION:**

CPAG supports this Policy Amendment, Road Closure and Policy Amendment application for the following reasons:

- The creation of a large, contiguous open space on the upper slopes ensuring environmental, recreational and cultural value of the site is preserved;
- The site design ensures a high quality pedestrian realm, mix of uses, active street fronts and interface with open space;
- Improvements to the transportation network, improved transit connectivity over time and the inclusion of infrastructure for active modes (walking and cycling).

The proposal protects a large contiguous area along the upper slopes, converting private land into part of a public open space network. This is a significant benefit as it provides The City an opportunity to preserve and enhance many of the environmental, recreational and cultural amenities for which many Calgarians value the site.

The design of this proposal will focus on development along a set of Commercial and Residential Main Streets linking the three districts (Gateway, Village and Commercial). These portions of the plan area are designed to ensure active public spaces and provide much needed amenities to this area of the city.

For example, the applicant proposes a mix of residential, retail and office uses that will create an active centre for this sector of the city. Residential forms will be located in each of the three districts and range from single and semi-detached homes to townhouses and apartments. Retail development includes a large-scale food store and small-scale retailers in the Commercial District, and small- and medium-scale retail, entertainment and hotel accommodation proposed for the Gateway District. Office development will be split between the Gateway and Commercial Districts.

The applicant has also expressed a commitment to include signature urban design throughout the subject site that serves as an important part of Calgary's western gateway. A design review process will consider important elements such as massing, orientation and the separation of towers (amongst other criteria) to ensure high-quality design and to minimize visual impacts from the Trans-Canada Highway, vistas along the Paskapoo Slopes and views to iconic landmarks such as the ski jump towers at Canada Olympic Park.

A transit and active modes connection beneath the future Stoney Trail to the west will eventually allow a direct transit route from the community of Crestmont through to Sarcee Trail SW and beyond. The design of the Sarcee Trail SW access also includes a regional pathway

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connection to link the subject site to the pathway and parks system to the east. The Sarcee Trail Access has been identified as a developer expense through policy with the exception of an active modes underpass connecting beneath Sarcee Trail SW. The terms of the construction of the access and underpass are the subject of a Special Development Agreement between the Developer and the City. Administration recommends that Council withhold second and third reading of the Policy Amendment, Road Closure and Land Use Amendment pending the execution of a Special Development Agreement.

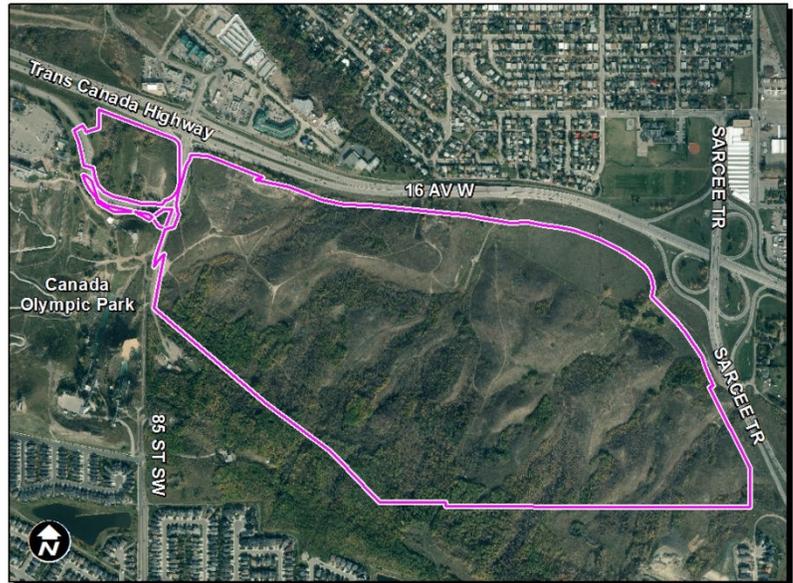
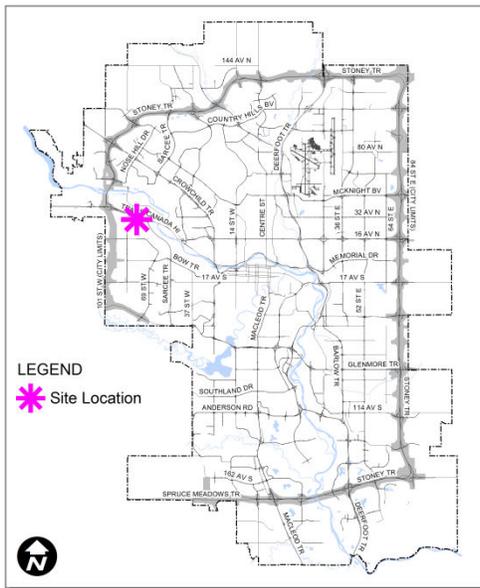
**ATTACHMENTS**

1. Proposed Bylaw 25P2015
2. Proposed Bylaw 9C2015
3. Proposed Bylaw 120D2015
4. Proposed Bylaw 121D2015
5. Proposed Bylaw 122D2015
6. Proposed Bylaw 123D2015
7. Proposed Bylaw 124D2015
8. Proposed Bylaw 125D2015
9. **Public Submission(s)**

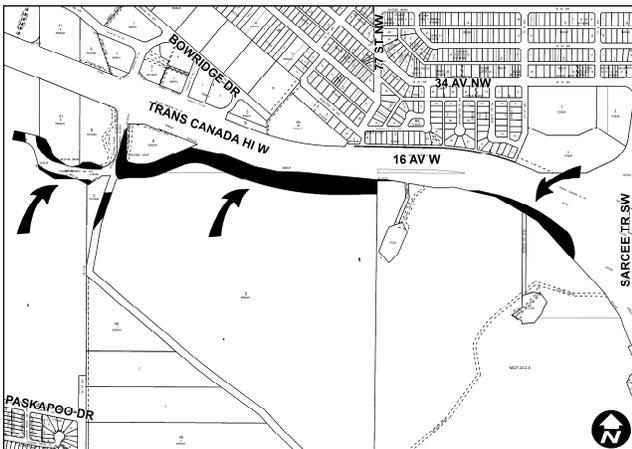
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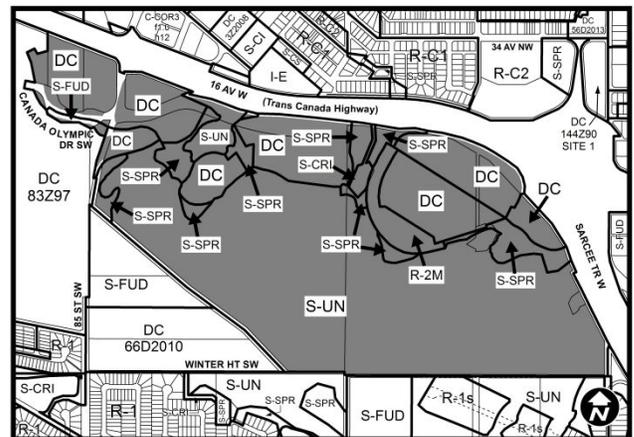
**LOCATION MAPS**



Road Closure Map



Land Use Amendment Map



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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

1. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the Canada Olympic Park and Adjacent Lands Area Structure Plan (APPENDIX II).
2. Give first reading to the proposed Bylaw; and
3. **WITHHOLD** second and third readings pending the execution of a Special Development Agreement related to the infrastructure requirements for access to Sarcee Trail SW.

**Moved by: S. Keating**

**Carried: 8 – 0**

4. Recommend that Council **ADOPT**, by bylaw, the proposed closure of 4.86 hectares ± (12.01 acres ±) of road (Plan 1511348, Area A, B, C and D; Plan 1511349, Area E; Plan 1511350, Area F) adjacent to 7137, 7529, 7757, 8511 and 8125 – 16 Avenue SW, 8395, 8610 and 8800 Canada Olympic Drive SW and 8475 Bowfort Road SW, with conditions (APPENDIX III).
5. Give first reading to the proposed Bylaw; and
6. **WITHHOLD** second and third readings pending the execution of a Special Development Agreement related to the infrastructure requirements for access to Sarcee Trail SW.

**Moved by: S. Keating**

**Carried: 8 – 0**

7. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 82.96 hectares ± (205.00 acres ±) located at 7137, 7529, 7757, 8511 and 8125 – 16 Avenue SW, 8610 and 8395 Canada Olympic Drive SW, 8800 Canada Olympic Drive SW and the closed road (Portion of Plan 5565AH, Block E; Plan 5565AH, Block 51, Lot 8; Plan 7910494, Block B; portion of Plan 8511194, Block 64; portion of Plan 2721X, OT and RW; portion of NE 1/4 Section 27-24-2-5; Plan 1511348, Area A, B, C and D; portion of Plan 1511349, Area E) from Commercial – Corridor 3 f1.0h12 (C-COR 3f1.0h12) District, AG-B (M.D. of Rockyview) District, DC Direct Control District and Undesignated Road Right-of-Way to Residential – Low Density Multiple Dwelling (R-2M) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – Future Urban Development (S-FUD) District, Special Purpose – Urban Nature (S-UN) District and DC Direct Control District to accommodate mixed-use development, with guidelines (APPENDIX IV).
8. Give first reading to the proposed Bylaw; and

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9. **WITHHOLD** second and third readings pending the execution of a Special Development Agreement related to the infrastructure requirements for access to Sarcee Trail SW.

**Moved by: S. Keating**

**Carried: 8 – 0**

10. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 1.41 hectares ± (3.48 acres ±) located at 8125 – 16 Avenue SW and the closed road (Portion of Plan 5565AH, Block E; Plan 1511348, Area E) from Commercial – Corridor 3 f1.0h12 (C-COR 3f1.0h12) District, AG-B (M.D. of Rockyview) District, DC Direct Control District and Undesignated Road Right-of-Way to DC Direct Control District to accommodate multi-residential development with opportunity for support commercial, with guidelines (APPENDIX IV).

11. Give first reading to the proposed Bylaw; and

12. **WITHHOLD** second and third readings pending the execution of a Special Development Agreement related to the infrastructure requirements for access to Sarcee Trail SW.

**Moved by: S. Keating**

**Carried: 8 – 0**

13. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 8.37 hectares ± (20.68 acres ±) located at 7529 and 8125 – 16 Avenue SW and the closed road (Portion of Plan 5565AH, Block E; portion of NE 1/4 Section 27-24-2-5; portion of Plan 1511349, Area E) from Commercial – Corridor 3 f1.0h12 (C-COR 3f1.0h12) District, AG-B (M.D. of Rockyview) District and Undesignated Road Right-of-Way to DC Direct Control District to accommodate low- and medium-density development with opportunity for support commercial, with guidelines (APPENDIX IV).

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**Moved by: S. Keating**

**Carried: 8 – 0**

16. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 5.08 hectares ± (12.55 acres ±) located at 7137, 7529 and 7757 – 16 Avenue SW and the closed road (Portion of Plan 2721X, OT and RW; portion of NE 1/4 Section 27-24-2-5; Plan 1511350, Area F) from AG-B (M.D. of Rockyview) District and Undesignated Road Right-of-Way to DC Direct Control District to accommodate mixed-use development, with guidelines (APPENDIX IV).

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17. Give first reading to the proposed Bylaw; and
18. **WITHHOLD** second and third readings pending the execution of a Special Development Agreement related to the infrastructure requirements for access to Sarcee Trail SW.
- Moved by: S. Keating** **Carried: 8 – 0**
19. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 5.64 hectares ± (13.94 acres ±) located at 7137, 7529 and 7757 – 16 Avenue SW, (Portion of portion of Plan 272 IX, OT and RW; portion of NE 1/4 Section 27-24-2-5) from AG-B (M.D. of Rockyview) District to DC Direct Control District to accommodate commercial development with opportunity for multi-residential development, with guidelines (APPENDIX IV).
20. Give first reading to the proposed Bylaw; and
21. **WITHHOLD** second and third readings pending the execution of a Special Development Agreement related to the infrastructure requirements for access to Sarcee Trail SW.
- Moved by: S. Keating** **Carried: 8 – 0**
22. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 1.35 hectares ± (3.34 acres ±) located at 7137– 16 Avenue SW (Portion of NE 1/4 Section 27-24-2-5) from AG-B (M.D. of Rockyview) District to DC Direct Control District to accommodate commercial development with the opportunity for multi-residential development, with guidelines (APPENDIX IV).
23. Give first reading to the proposed Bylaw; and
24. **WITHHOLD** second and third readings pending the execution of a Special Development Agreement related to the infrastructure requirements for access to Sarcee Trail SW.
- Moved by: S. Keating** **Carried: 8 – 0**

**2015 June 04**

- MOTION:** The Calgary Planning Commission did not accept correspondence from:
- Bowness Community Association dated 2015 June 01;
  - Passkapoo Slopes Preservation Society dated 2015 June 02; and
  - SaveTheSlopes dated 2015 June 02;
- as distributed.

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|                        |   |  |
|------------------------|---|--|
| <b>AMENDMENT:</b>      | <b>Moved by: R. Wright</b><br>Amend "Proposed Amendments to the Canada Olympic Park and Adjacent Lands Area Structure Plan", "(vvvv)" section (3)(e) after "Area Planning and Implementation" insert "and subject to Calgary Planning Commission decision".   | <b>Carried: 6 – 1</b><br>Opposed: S. Keating |
| <b>AMENDMENT:</b>      | <b>Moved by: M. Wade</b><br>Reasons for Approval from Mr. Friesen: <ul style="list-style-type: none"><li>Review process to be subject to CPC decision. I supported this because this is clearly a site that warrants 'high quality architectural design'. There are guide lines included regarding what this 'high quality' is but since this is a very subjective issue the process of review is critical. It is therefore warranted that a body such as CPC should be involved in planning the process of review.</li></ul> | <b>Carried: 8 – 0</b>                        |
| <b>MOTION ARISING:</b> | <b>Moved by: M. Wade</b><br>Direct Administration and Applicant to determine what illustrations should be included in Part 2 of the ASP prior to Council. The illustrations shared with the Public to inform vision of the ASP amendment, understanding these are concepts that inform the Development Permits.   | <b>Carried: 8 – 0</b>                        |
| <b>MOTION ARISING</b>  | <b>Moved by: G. Morrow</b><br>Direct Administration to consult with CPC at the pre-application stage for Canada Olympic Park and Adjacent Lands.  | <b>Carried: 7 – 1</b><br>Opposed: M. Logan   |

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**Applicant:**

Brown & Associates Planning Group

**Landowner:**

Calgary Olympic Development Association  
 Plateau Village Properties Inc  
 The City of Calgary

| <b>Planning Evaluation Content</b>  | <b>*Issue</b> | <b>Page</b> |
|---|---------------|-------------|
| <b>Density</b><br><i>Is a <b>density increase</b> being proposed.</i>   | Yes           | 8           |
| <b>Land Use Districts</b><br><i>Are the changes being proposed <b>housekeeping</b> or <b>simple bylaw amendment</b>.</i>  | Yes           | 8           |
| <b>Legislation and Policy</b><br><i>Does the application comply with policy direction and legislation.</i>  | Yes           | 9           |
| <b>Transportation Networks</b><br><i>Do different or specific <b>mobility considerations</b> impact this site</i>   | Yes           | 9           |
| <b>Utilities &amp; Servicing</b><br><i>Is the site in an area under <b>current servicing</b> review and/or has <b>major infrastructure</b> (water, sewer, storm and emergency response) concerns.</i> | No            | 10          |
| <b>Environmental Issues</b><br><i>Other considerations eg. sour gas or contaminated sites</i>   | Yes           | 10          |
| <b>Growth Management</b><br><i>Is there growth management direction for this site. Does the recommendation create capital budget impacts or concerns.</i>   | No            | 11          |
| <b>Public Engagement</b><br><i>Were <b>major comments</b> received from the circulation</i>   | Yes           | 11          |

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*\*Issue - Yes, No or Resolved*

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**PLANNING EVALUATION**

**SITE CONTEXT**

The subject site, covering 104.81 hectares (258.97 acres), is located directly south of the Trans-Canada Highway, between Canada Olympic Park and Sarcee Trail SW. It is a prominent location, forming a portion of the western gateway to Calgary.

The site features complex topography, generally rising from the Trans-Canada Highway south toward the communities of Patterson Heights and Cougar Ridge. The slopes contain a series of ravines, incised by streams and drainage courses. Natural springs also dot the landscape.

Much of the land on the upper slopes qualifies as Environmental Reserve and some areas (both ER land and non-ER land contain environmentally significant areas, including a rare plant community. The site also contains significant historic and cultural value with dozens of known archaeological sites of Blackfoot origin that date back several thousand years. These sites represent some of the earliest history of human habitation in area.

Currently, the majority of the site is designated for agricultural uses under an old Rocky View County district (AG-B), with a smaller portion of land straddling Canada Olympic Drive SW that is designated Commercial - Corridor 3 (C-COR3).

Adjacent lands include Canada Olympic Park to the west, The Highland Gift Shop, located to the south of the proposed Gateway District and east of the ski jump towers at Canada Olympic Park and residential and City-owned open space upslope to the south.

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**DENSITY**

Overall, the applicant proposes the following range of use area, by development district:

| <b>District</b>   | <b>District Area</b> | <b>General Use</b> | <b>Minimum Use Requirement</b> | <b>Maximum Use Allowed</b> |
|-------------------|----------------------|--------------------|--------------------------------|----------------------------|
| <b>Gateway</b>    | 7.48 ha              | Retail             | 21,300 m <sup>2</sup>          | 27,900 m <sup>2</sup>      |
|                   |                      | Office             | 4,600 m <sup>2</sup>           | 10,200 m <sup>2</sup>      |
|                   |                      | Residential        | 48 units                       | 130 units                  |
|                   |                      | Hotel              | -                              | 250 rooms                  |
|                   |                      | Theatre            | -                              | 1,500 seats                |
| <b>Village</b>    | 7.12 ha              | Residential        | 400 units                      | 1664 units                 |
| <b>Commercial</b> | 12.74 ha             | Retail             | 28,200 m <sup>2</sup>          | 37,200 m <sup>2</sup>      |
|                   |                      | Office             | 4,650 m <sup>2</sup>           | 9,300 m <sup>2</sup>       |
|                   |                      | Residential        | 344 units                      | 435 units                  |

**LAND USE DISTRICTS**

The applicant proposes a set of Direct Control Districts (DCs) to accommodate uses such as residential, retail, office. The rules of these districts provide flexibility of use and form within the context of policies in the amended Canada Olympic Park and Adjacent Lands Area Structure Plan that ensure high-quality, pedestrian-oriented Main Streets, active building interfaces, well-designed prominent buildings and controls on the amount and location of surface parking.

The DCs based on the Commercial – Corridor 1 (C-COR1) District, Commercial – Regional 3 (C-R3) District and Commercial – Community 1 (C-C1) District are intended to accommodate commercial uses with provisions to accommodate residential uses. Buildings in these districts will be arranged around, and contribute to the vibrancy of active Commercial Main Streets. The DCs based on Multi-Residential – Medium Profile Support Commercial (M-X2) and Multi-Residential – High Density Medium Rise (M-H2) District are intended for residential uses but also provide the opportunity for support commercial uses on the main floor of buildings along the Residential Main Street.

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The applicant also proposes a set of standard land use districts. For example, Residential – Low Density Multiple Dwelling (R-2M) District will accommodate a mix of single detached dwellings, semi-detached dwellings and rowhouses along the south boundary of the Commercial District, as an interface with open space.

Other standard districts include Special Purpose – School, Park or Community Reserve (S-SPR) District and Special Purpose – Urban Nature (S-UN) District for lands to be dedicated to The City for open space. Small areas are also designated Special Purpose - Community and Regional Infrastructure (S-CRI) District for a storm water facility between the Village and Commercial districts, and Special Purpose - Future Urban Development (S-FUD) District south of Canada Olympic Drive SW.

#### **LEGISLATION & POLICY**

The subject site is identified in the Municipal Development Plan as Planned Greenfield with Area Structure Plan (ASP). The Canada Olympic Park and Adjacent Lands Area Structure Plan requires major amendments (contained in this report) in order to accommodate the application. Amendments will also acknowledge and update information in the ASP using data gathered through a variety of studies and reports that have been submitted in support of this application.

#### **TRANSPORTATION NETWORKS**

The proposed transportation network takes a balanced approach to the mobility of pedestrians, cyclists, transit patrons and drivers in the plan area. Generous sidewalks and active building fronts along the Commercial and Residential Main Streets will create a high quality public realm to encourage pedestrian traffic. Cycle tracks along the Commercial Main Street in the Commercial District and the Residential Main Street in the Village District link to the regional pathway network throughout the plan area, with a link across the Trans-Canada Highway and potential future connections across Stoney Trail to the west and Sarcee Trail SW to the east.

Transit service through the site will connect to parts of the city in all directions. A future connection is planned to the west through Canada Olympic Park and under Stoney Trail W. Transit will also connect east via the new access to Sarcee Trail SW. When fully built and connected, transit patrons will have ample ability to get to and from various parts of the city quickly and conveniently.

Finally, the proposed transportation network is suitable to ensure drivers can get through the site efficiently and link to the Trans-Canada Highway and Sarcee Trail SW. Access to these routes will provide links to and from all quadrants of Calgary and further west to the mountains.

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### **UTILITIES & SERVICING**

Utilities will be extended into the subject site from adjacent areas. Water Servicing for the area can be accommodated via the Spy Hill West pressure zone. Ultimate development will require extensions of the existing watermains as well as upgrades to the 33 Avenue Pump Station and the existing watermain along 83 St. SW. Upgrade to the 33 Avenue Pump Station and 400 millimetre watermain is included in the capital budget. Sanitary sewer system within the plan area will tie into the Cougar Ridge Siphon which has capacity for this development.

Storm water discharge will be controlled with on-site stormwater detention ponds to meet runoff control targets. These ponds will control discharge up to the 1:100 year storm event.

### **ENVIRONMENTAL ISSUES**

A Phase 1 Environmental Site Assessment was conducted on behalf of the applicant. The Environmental Site Assessment indicates that “no issues of potential significant environmental concern were identified in association with the current and historical use of the site and consequently no further environmental investigation is warranted at this time.”

The subject site has significant topographic features such as ravines, water courses and natural springs that pose potential concern for development on the site. As a result, CPAG required a Geotechnical Slope Stability Evaluation and Hydrogeological review of the site which was subsequently forwarded to a third party for further review. The results of this work indicate the site is suitable for development as proposed, though it calls for the preparation of mitigative strategies prior to stripping and grading of the site. These will be addressed through conditions applied to the stripping and grading permit.

### **ENVIRONMENTAL SUSTAINABILITY**

The ASP calls for the protection of Environmentally Significant Areas on the upper slopes of the subject site wherever possible to create “a contiguous and integrated open space system...” The application as proposed, accomplishes this through a combination of Environmental Reserve, Municipal Reserve and through the voluntary dedication of land. The result is a contiguous open space within the subject site of approximately 65 hectares (160 acres).

It is important to note that the applicant proposes to develop areas that qualify as Environmental Reserve. Although this is not generally a planning approach that CPAG supports, we are not opposed in this case because it allows for a clustered form of development that preserves a contiguous open space system on the upper slopes and

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because of specific mitigative strategies put forward by the applicant. For example, the applicant proposes to control the quality of overland storm water runoff through grading of development sites and the use of oil – grit separators. This in part reduces the need for the full ER setback.

The applicant has also made efforts that help protect Environmentally Significant Areas identified in the Biophysical Impact Assessment around the development footprint. The boundaries of the proposed development footprint in the Village District have been adjusted to avoid some high-priority Environmentally Significant Areas such as ravine bottoms and associated balsam poplar forests. In another case, the applicant has agreed to mitigate for the loss of native grasslands through translocation of native topsoil and vegetation to help ensure their viability even after development occurs.

Design features within the development footprint itself also contribute to minimize the overall impact of the plan. Features such as the bicycle lanes, a well-designed pedestrian realm, connections to the regional pathway system, improved transit links and mix of residential, office and retail land uses will contribute to fewer automobile trips from and within the community.

## **GROWTH MANAGEMENT**

No concerns

## **PUBLIC ENGAGEMENT**

### **Public Meetings**

#### Paskapoo Slopes Joint Advisory Committee

Since October 2013, CPAG and the applicant has met with the Paskapoo Slopes Joint Advisory Committee (JAC) on 10 occasions to discuss a wide range of issues and concerns about the proposed development, the progress of CPAG's review process and to visit the site with technical experts. The JAC is a stakeholder group that includes representatives from the following Community Associations and advocacy groups:

- Land owner (Trinity)
- Coach Hill/Patterson Heights Community Association
- West Springs/Cougar Ridge Community Association
- Valley Ridge Community Association
- Bowness Community Association

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- Edworthy Park Heritage Society
- Calgary West Alberta Special Places Committee
- Paskapoo Slopes Preservation Society
- River Valleys Committee

Input from the JAC has been used throughout the review process to help CPAG understand aspects of the subject site and to guide the applicant to address concerns expressed by the public. For example, the JAC contributed to the terms of reference for the Biophysical Impact Analysis. They also provided suggestions that helped CPAG and the applicant provide clearer, more meaningful information at public open houses and design workshops.

Blackfoot Elders

The subject site is well known to contain a number of archaeological sites of Blackfoot origin. For that reason, CPAG, with the help of Community and Neighbourhood Services, initiated discussions with Blackfoot Elders from the Siksika, Kainai (Blood) and Piikani (Peigan) nations to discuss their views of development on the site and ways in which they would like to see the cultural and historic significance of the site acknowledged and honoured. An initial engagement meeting was held in January 2014 and CPAG has met with the entire group on two other occasions here in Calgary and on an additional occasion with a smaller group of Elders on the Kainai reserve.

Through our discussions, the group has expressed three specific areas of concern / interest. The first is a concern over the potential disturbance of archaeological sites that have not yet been located through historic resource analyses. The group has requested a role in monitoring the site as stripping and grading proceeds to ensure compliance with provincial legislation. The applicant has taken the initiative to speak with the historic resource consultants to make efforts to hire Blackfoot archaeology students to work on the site with professional archaeologists.

Second, the Elders have suggested that aspects of the development, such as the names of streets, parks and plazas, public art installations and signage should reflect the early history of the site and its cultural importance to the Blackfoot People. The applicant has agreed to this request and policy has been included in the ASP to this end.

Finally, the Elders have expressed an interest to participate in the planning of future park space on the upper slopes and investigate the potential for interpretive activities and perhaps even a cultural facility. Parks has agreed to include Blackfoot Elders in these discussions in order to explore future collaboration on interpretive activities.

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General Public

Engagement of the general public commenced with an initial pair of open houses (one in Bowness and one in Cougar Ridge) in June 2014, after the application was officially submitted. These served to inform the public about details of the intended development and to gather their initial feedback in response. Approximately 500 people attended these two events.

For those interested in participating more fully in a planning review, a set of three design workshops were offered. About 50 people attended the workshops at which CPAG provided more detailed information about the process, and asked more specific questions about site design (building height and design), preferred land uses, prioritization for the use of open space, etc. The outcomes of these sessions were used in part to generate comments in CPAG's Detailed Team Review to the applicant in September 2014.

Upon receipt of the applicant's DTR response in February 2015, CPAG organized another pair of open houses at the end of March and early April. These were intended to inform the public of the progress made on the plan and to provide information that had been requested at the previous open houses and workshops, such as the potential visual impacts of building height and massing.

A final set of open houses is planned for the period between the CPC hearing and the Public hearing of Council so the public is aware of the plan as it will be presented to and debated by Council. These are tentatively scheduled for the end of June 2015.

**Community Association Comments**

No official letters have been received from Community Associations although several concerns have been expressed by representatives of the Community Associations through our ongoing discussions with the Paskapoo Slopes Joint Advisory Committee. These concerns include the proposed density of the site, traffic issues related to the density proposed, development that extends into Environmental Reserve, environmental impacts of development on the site, post-development slope stability, impacts on water quality and the visual impacts of tall buildings.

**Citizen Comments**

CPAG has received in excess of 150 e-mails since June 2014 from individual citizens expressing concern over the proposal.

Many of the concerns are similar to those expressed by members of the JAC. Some have expressed the view that no development should occur on the subject site at all. Others think that development may be acceptable, but not at the density proposed, or not with tall buildings

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or not in any areas that qualify as Environmental Reserve. Some individuals have expressed support for the development proposed, citing the need for the services and amenities that will be made available and the fact that a large area will be transferred from private ownership to public land.

A few petitions in opposition to the development have been sent to CPAG during the review period. Some have contained as few as 20 signatures, others as many as 50. In recent months, a group of concerned citizens has organized Save the Slopes, an organization that wishes to see no development on the subject site. At their request, Administration agreed to provide them with some space at the open houses in March/April to distribute information and raise awareness of their efforts. They have also organized an online petition to stop all development on the Paskapoo Slopes which, as of 2015 May 18 had received 4,900 signatures.

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**APPENDIX I**

**APPLICANT'S SUBMISSION**

Trinity Development Group Inc. (Trinity) is submitting comprehensive applications for Outline Plan, Land Use Redesignation, Road Closure and Area Structure Plan Amendment for a world class development designed by renowned architect Perkins Eastman. Trinity realizes the natural importance of the area and the desire of the City to have development that creates a great impression for visitors entering Calgary from the west. To address these concerns, Trinity has incorporated a development technique called Conservation Design to create a compact mixed-use community that connects people, places and nature while preserving the Paskapoo Slopes for all Calgarians.

The proposed multi-modal community is designed to be an exciting new destination: a place to live, work, socialize, recharge and visit with family and friends all accessible by transit. Sensitive to its surroundings, the development maintains the integrity of the Paskapoo Slopes while linking existing open space on the upper slopes with the communities of Patterson Heights, Cougar Ridge and Bowness with the sporting facilities at Calgary Olympic Park. These links are provided through a system of natural and paved pathways to be utilized for walkers and cyclist alike.

Dispersed amongst the already disturbed lands at the toe of the Paskapoo Slopes are three distinct walkable developments cells that make up this complete community. Connected by High Street, these precincts are designed to emphasize the pedestrian experience while allowing for the convenience of slow-moving vehicles. The Town Centre at the eastern end of the site is a new live-work-shop area, with higher order built form and mixed uses, will ensure this precinct will serve as the community's activity centre for its residents. Nestled above two natural ravines and water features, the Village is a residential area dominated by landscape, where people live within a natural setting and made distinct with its grand boulevard. The Gateway Centre precinct at the western end is a visitor-oriented entertainment district, serving as the gateway hub to the community and the sporting facilities at the Calgary Olympic Park.

High Street is the link that joins these distinct areas together. As the primary public realm of the new development, High Street changes in character as it winds through the slopes of the three precincts, interfacing with many unique places and providing varied experiences.

Paramount to the design is the preservation of high quality environmentally significant lands found in the upper portions of Paskapoo Slopes. By concentrating development into clusters, Trinity has been able to integrate development so that environmentally and culturally significant areas can forever be protected. These lands are to be dedicated to the City in one large unfragmented parcel that, in combination with the Paskapoo Slopes Park, will provide

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Calgarians with a lasting legacy for future generations.

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**APPENDIX II**

**PROPOSED AMENDMENTS TO THE CANADA OLYMPIC PARK  
AND ADJACENT LANDS AREA STRUCTURE PLAN**

- (a) In Part 1, Executive Summary, in the first paragraph, in the first sentence, in the word “northwest” delete the “north” and replace with the word “south”.
- (b) In Part 1, Executive Summary, in the first paragraph, delete the last sentence.
- (c) In Part 1, Executive Summary, after the second paragraph, insert a new paragraph as follows:

“The ASP was amended in 2015 to reflect a revised vision for the lands around Canada Olympic Drive SW and east to Sarcee Trail. The proposed revisions represent the outcome of extensive review process, including public engagement with citizens of Calgary as well as Elders representing the Blackfoot Confederacy.”
- (d) In Part 1, Executive Summary, delete the second bullet point in its entirety and replace with a new bullet point as follows:

“Enhance Opportunities for Recreational and Interpretive Activities on the Upper Slopes while having a strong focus on Conserving Environmentally Significant Lands”
- (e) In Part 1, Executive Summary, in the third bullet point, delete the word “the”.
- (f) In Part 1, Executive Summary, in the third bullet point, delete the word “Community” and replace with “Communities”.
- (g) In Part 1, Executive Summary, after the last bullet point, insert a new bullet point as follows: “Develop a Distinct, Compact, Mixed-Use area that contains Entertainment, Employment, and Retail Amenities for Local Residents And Visitors”
- (h) In Part 1, Executive Summary, delete the last two paragraphs and replace with the following paragraph:

“The Plan includes policies, guidelines and maps intended to direct and enhance future development in the area. Development may include upgrades and new facilities at Canada Olympic Park, and will encompass a mixed-use centre on the lower slopes between Canada Olympic Park and Sarcee Trail, and smaller-scale residential and/or accommodation facilities on portions of the upper slopes, north

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of Cougar Ridge. The Plan also includes policy components addressing development phasing, residential density, land conservation and special agreements (described below).”

- (i) In Part 1, Development Phasing, in the first paragraph, in the first sentence, after the word “escarpment”, delete the word “is” and replace with “will be”.
- (j) In Part 1, Development Phasing, in the first paragraph, in the first sentence, after the words “from the Trans Canada Highway to the north” insert the words “and from Sarcee Trail to the east”.
- (k) In Part 1, Development Phasing, in the first paragraph, delete the second sentence and replace with the following:

“Development of sites with access from the Trans Canada Highway and Sarcee Trail is limited by transportation capacity.”
- (l) In Part 1, Development Phasing, at the end of the first paragraph, insert the following sentence:

“The construction of an access to the area from Sarcee Trail is also required to facilitate development of the mixed-use centre planned for the eastern portion of the plan area.”
- (m) In Part 1, Development Phasing, in the second paragraph, after the words “Prior to construction of an interchange” insert the words “at Canada Olympic Drive and the Trans Canada Highway”.
- (n) In Part 1, Development Phasing, in the last paragraph, delete the bullet points and replace with the following bullet points:
  - the Employment Area;
  - athlete housing (in addition of the 150 allowed in Phase 1);
  - the Gateway District;
  - a limited amount of development in the Village District.”
- (o) In Part 1, delete the Residential Density section in its entirety.
- (p) In Special Agreement, in the first sentence, delete the words “the CODA” and replace with the words “privately owned”.

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- (q) In Part 1, Special Agreement, in the first sentence, after the word “between”, delete the word “CODA” and replace with the words “land owners”.
  - (r) In Section 1.1 Purpose of the Plan, in the second paragraph, in the second sentence, delete the words “The Calgary Plan” and replace with the words “Municipal Development Plan”.
  - (s) In Section 2.1 Plan Application, in the second sentence, delete the word “northwest” and replace with the word “southwest”.
  - (t) Delete Section 2.2 Ownership Pattern in its entirety and replace it with the following:

**“2.2 Urban Identity**

Canada Olympic Park is an iconic feature of Calgary’s modern history and includes facilities for both recreational and elite athletics and sports. It is part of the legacy of the 1988 Winter Olympic Games and as such, design elements of buildings and public areas, street names and public art proposed for the land surrounding Canada Olympic Drive and within Canada Olympic Park should reflect this history.

The eastern portion of the plan area will feature a vibrant mixed-use centre on the lower portion of the slope and a large open space area on the upper slope. The entire escarpment was used as a summer camp and hunting ground by the Blackfoot people for thousands of years. As such, the design of the mixed-use centre should ensure strong connections with the land and its cultural history. This should be accomplished through thoughtful integration of features such as the site’s topography, enhancement of prominent vistas and the conservation of natural habitats. Furthermore, the cultural history of the site should be recognized and highlighted through the design of urban elements such as parks, public art and signs as well as through the naming of streets.”

- (u) Delete Section 2.3 Urban Identity in its entirety.
- (v) In Section 3.1 Guiding Principles, delete the second bullet point and replace it with a bullet point as follows:

“Enhance Opportunities for Recreational and Interpretive Activities on the Upper Slopes while having a strong focus on Conserving Environmentally Significant Lands”

- (w) In Section 3.1 Guiding Principles, in the third bullet, delete the word “the”.

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- (x) In Section 3.1 Guiding Principles, in the third bullet, delete the word “Community” and replace with “Communities”.
- (y) In Section 3.1 Guiding Principles, after the last bullet point, insert a new bullet point as follows:
- “Develop a Distinct, Compact, Mixed-Use area that contains Entertainment, Employment, and Retail Amenities for Local Residents and Visitors”
- (z) Delete Section 3.2 Vision of the Future in its entirety and replace it with the following:

**“3.2 Vision of the Future**

By the year 2024, Canada Olympic Park and adjacent lands has been transformed into a unique and vibrant destination for international athletes, local residents and visitors to the area. The area adds to Calgary’s reputation as a world-class city to work, play and live.

Canada Olympic Park remains one of Calgary’s enduring icons, defining a significant chapter of the city’s modern history. Along with the existing athletic and administrative buildings, COP has added new training and competition facilities to enhance its status as a world class training and event venue. A new employment hub has been developed adjacent to the extension of Stoney Trail, taking advantage of the site’s prominent location.

A new mixed-use centre has been developed on the lower portion of the slopes, east of COP. It features 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, an employment hub 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.

Upslope of the mixed-use centre is a large, natural open space. It contains a multi-use pathway and trail system used for a range of low-impact recreational activities such as bird watching, hiking and mountain biking. Local residents, school groups and tourists participate in interpretive walks and cultural demonstrations that serve to highlight the rich history of the land and its cultural significance to the Blackfoot people that stretches back for thousands of years.”

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- (aa) Delete Section 3.3 Goals of the Area in its entirety.
- (bb) In Section 4.1 Land Use Concept Map, in the first sentence, after the words “for Canada Olympic Park” insert the words “and Adjacent Lands”.
- (cc) Delete the existing Map 2 entitled “Land Use Concept” and replace with the revised Map 2 entitled “Land Use Concept” (APPENDIX VI)
- (dd) In Section 5.1.1 Purpose, in the first sentence, before the word “CODA”, insert the words “Calgary Olympic Development Association”.
- (ee) In Section 5.1.1, in the first sentence, insert parentheses around the word “CODA”.
- (ff) In Subsection 5.1.2(1) delete (a) and (b) in their entirety and replace with the following:
  - “(a) Subject to the policies of this Plan, the predominant uses of land within the Core Development Area shall focus on recreational activities, competitive events and athlete training.
  - (b) Other uses such as retail, office, athlete’s housing and institutional facilities that are accessory and supportive to the uses listed in 5.1.2 (1)(a) may be allowed within the Core Development Area where such uses are determined to be consistent and compatible with the purpose and context of the area.
  - (c) Portions of the Core Development area adjacent to the Gateway District shall be designed to:
    - (i) provide safe and direct pedestrian connections to amenities located in the Gateway District;
    - (ii) include outdoor plazas and/or streets that serve as a focal point for social gatherings and other special events;
    - (iii) a scale that is complementary to similar types of uses located in the Gateway District; and
    - (iv) ensure buildings located adjacent to a plaza or street provide direct pedestrian access to individual, at-grade units.

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- (d) The general categories of uses identified under (a), (b) and (c) above shall be refined through the Land Use Districts applied to lands within the Core Development Area.”
- (gg) Delete Section 5.2 Village Centre Area, in its entirety and replace with the following:
- “5.2 Employment Area  
5.2.1 Purpose
- The purpose of this area is to accommodate the development of an employment node at the west edge of the plan area, adjacent to the Transportation Utility Corridor (Stoney Trail). The design of the Employment Area should emphasize the quality of the pedestrian environment and integrate seamlessly with development in the Core Development Area.
- 5.2.2 Policies
- (1) Composition of Employment Area
- (a) Subject to the policies of this Plan, the predominant use of land within the Employment Area shall be employment-oriented uses that are designed to be compatible and appropriate in the context of a fully-serviced business park.
- (b) Other uses such as retail and food service that are accessory and supportive to the uses listed in 5.2.2 (1)(a) as well as institutional recreational and public facilities shall be allowed in the Employment Area where such uses are determined to be consistent and compatible with the purpose and context of the area
- (c) The general categories of uses identified under (a) above shall be refined through the Land Use Districts applied to lands within the Employment Area.”
- (hh) Delete Section 5.3 Commercial Core Area in its entirety.
- (ii) Delete Section 5.4 Employment Area in its entirety.
- (jj) Delete Section 5.5 Recreation (Nordic Slopes) Area in its entirety and renumber all subsequent sections accordingly.

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(kk) Insert a new Section 5.6 as follows:

“5.6 Gateway District  
5.6.1 Purpose

The Gateway District is intended to provide a visitor experience that celebrates the themes of sports, competition and winter. It is characterized by a shopping concourse featuring entertainment venues, outdoor cafes, bars and restaurants as well as hotels and office space. This concourse provides a protected environment to enhance the outdoor experience, even in the colder months. Other features include: a central plaza serving as a social and recreational gathering place; an iconic marquee tower to enhance the distinctive character of the district and promote way-finding; and a grand promenade lined with rows of trees and flagpoles connecting the central plaza to Canada Olympic Park.

5.6.2 Policies

(1) Composition of the Gateway District

- (a) Subject to the policies of this Plan, the Gateway District should predominantly contain mixed-use buildings with residential, office and other commercial or institutional uses located above retail uses at grade.
- (b) Single-use residential, office and other commercial or institutional buildings may be considered appropriate in the Gateway District, but shall not be located along the Commercial Main Street.
- (c) Institutional, recreational, public and similar and accessory uses to the above shall also be allowed within the Gateway District where the uses are determined to be consistent and compatible with the purpose and context of the area.
- (d) The general categories of uses identified under (a) above shall be refined through the Land Use Districts applied to lands within the Gateway District.

(2) Design of the Gateway District

- (a) Both sides of the Commercial Main Street should be lined with commercial uses at grade.

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- (b) Facades along the Commercial Main Street should feature limited frontage widths for individual units to better activate the public realm.
  - (c) At grade retail units should have individual entryways onto the Commercial Main Street.
  - (d) Office Uses with a use area over 465 m<sup>2</sup> and Residential Uses are not permitted to locate at grade along the Commercial Main Street.
  - (e) Structured and underground parking in the Gateway District shall be provided as per Section A.5.6.
  - (f) Surface parking lots shall not front onto the Commercial Main Street.
  - (g) Public art, signage and other urban design elements of the Gateway District should reflect the themes of sports, competition and winter.
  - (h) The internal promenade should provide a pedestrian corridor linking the Gateway District with Canada Olympic Park.
  - (i) Buildings in the Gateway District should generally be between 4 and 6 storeys.
  - (j) Buildings in the Gateway District that exceed 6 storeys shall comply with the policies on prominent buildings (Appendix A).
  - (k) Pathway connections shall be provided to the trail network within the Paskapoo Slopes Natural Area.”
- (II) Insert a new Section 5.7 as follows:

**“5.7 Village District  
5.7.1 Purpose**

The purpose of this district is to accommodate neighbourhood development that includes a mix of multi-residential forms, some of which may include support local retail amenities. Careful site layout and building design ensures seamless

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integration with the Paskapoo Slopes Natural Area to the south. Design of the Residential Main Street focuses on providing pedestrians, cyclists, transit patrons and drivers safe and efficient links to the services, entertainment and recreational amenities contained in the Gateway District to the west and the Commercial District to the east.

5.7.2 Policies

(1) Composition of the Village District

- (a) Subject to the policies of this Plan, the Village District should be composed predominantly of multi-residential development in the form of apartments and grade-oriented multi-residential with the potential for support local retail uses and a limited amount of low density residential.
- (b) A central amenity space shall be provided in the Village District.
- (c) Institutional, recreational, public and similar and accessory uses to the above shall also be allowed within the Village District where the uses are determined to be consistent and compatible with the purpose and context of the area.

(2) Design of the Village District

- (a) The central amenity space:
  - (i) shall provide a pathway connection(s) to the Paskapoo Slopes Natural Area;
  - (ii) should be no less than 0.2 hectares;
  - (iii) should be programmed to accommodate a mix of passive and active recreational uses; and
  - (iv) should include public art.
- (b) Buildings in the Village District shall be designed to enhance the public realm with entryways to ground-floor residential and commercial units along the Residential Main Street providing individual, direct entryways to the sidewalk.

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- (c) Buildings in the Village District should not exceed six storeys.
  - (d) Public art, signage and other urban design elements of the Village District should reflect the cultural and historic significance of the area to the Blackfoot people.
  - (e) Parcels in the Village District shall accommodate 50% of parking in structured and/or underground parking facilities, as per Section A.5.6.
  - (f) Support retail uses in the Village District shall be at grade along the Residential Main Street and should be located near or adjacent to the Central Amenity Space.
  - (g) Single-detached dwellings and semi-detached dwellings shall not be located along the Residential Main Street.
  - (h) Single-detached dwellings and semi-detached dwellings in the Village District shall not be located on the north side of the Residential Main Street.
    - i. Pathway connections shall be provided to the trail network within the Paskapoo Slopes Natural Area, in addition to the connections provided in the Central Amenity Space.”
- (mm) Insert a new Section 5.8 as follows:

**“5.8 Commercial District**

**5.8.1 Purpose**

The purpose of the Commercial District is to accommodate a wide range commercial uses such as retail, office, 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 Commercial Main Street are limited to small façade widths to ensure an animated streetscape, while larger uses (e.g. supermarket) are located off the Commercial Main Street. Direct access to this area is provided via the access at Sarcee Trail.

**5.8.2 Policies**

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- (1) Composition of the Commercial District
  - (a) Subject to the policies of this Plan, the Commercial District should predominantly contain mixed-use buildings with residential, office and other commercial or institutional uses located above retail uses at grade.
  - (b) Single-use residential, office and other commercial or institutional buildings may be considered appropriate in the Commercial District, but shall not be located along the Commercial Main Street.
  - (c) Institutional uses, recreational uses, public uses, and similar and accessory uses to the above may also be allowed within the Commercial District where the uses are determined to be consistent and compatible with the purpose and context of the area.
  - (d) Large scale retail and automotive uses, such as gas bars may be located in the Commercial District but should be located behind smaller-scale uses or otherwise screened from the Commercial Main Street.
  - (e) The general categories of uses identified under (a) above shall be refined through the Land Use Districts applied to lands within the Commercial District.
- (2) Design of the Commercial District
  - (a) Buildings in the Commercial District that are adjacent to the Commercial Main Street shall be designed to enhance the public realm with entryways to ground-floor residential and commercial units along the Commercial Main Street having individual, direct access to the sidewalk.
  - (b) Small to medium scale commercial units should be located at grade along the Commercial Main Street. Larger retail units may be considered along the Commercial Main Street provided they are located above or below grade, or located at grade and lined by smaller uses fronting the street.
  - (c) Office Uses with a use area over 465 m<sup>2</sup> and Residential Uses are not permitted to locate at grade along the Commercial Main Street.

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- (d) A privately owned but publicly accessible amenity space should be provided in the Commercial District. The amenity space:
    - (i) should be no less than 0.10 hectare;
    - (ii) should provide a pathway linking the Commercial Main Street to the private interior street;
    - (iii) should provide seating for residents, employees and visitors to the area; and
    - (iv) should include public art.
  - (e) Public art, signage and other urban design elements of the Commercial District should reflect the cultural and historic significance of the area to the Blackfoot people.
  - (f) Buildings in the Commercial District should not exceed 8 storeys.
  - (g) Buildings in the Commercial District that exceed 8 storeys shall comply with the policies on prominent buildings (Appendix A).
  - (h) Structured and underground parking in the Commercial District shall be provided as per Section A.5.6.
  - (i) Pathway connections shall be provided to the trail network within the Paskapoo Slopes Natural Area.”
- (nn) Insert a new Section 5.9 as follows:

**“5.9 Paskapoo Slopes Natural Area  
5.9.1 Purpose**

The Paskapoo Slopes Natural Area represents a significant component of a larger open space area on the upper Paskapoo Slopes. The following policies are intended to guide the programming and management of the area for the purpose of:

- (1) conserving environmental reserve and environmentally significant areas ;

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- (2) incorporating developable lands where possible, to create a contiguous open space;
- (3) celebrating the cultural and historic significance of the land; and
- (4) accommodating a range of low-impact recreational activities

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5.9.2 Policies

- (1) Composition of the Paskapoo Slopes Natural Area
  - (a) Subject to the policies of this Plan, uses in the Paskapoo Slopes Natural Area shall be programmed and managed to achieve the following:
    - (i) conserve environmental reserve and environmentally significant areas by planning uses mentioned in sections (ii) and (iii) in a manner that protects the integrity of features and functions of the natural landscape.
    - (ii) celebrate the cultural and historic significance of the land to the Blackfoot people through such means as educational and interpretive activities, signage and displays.
    - (iii) enhance opportunities for low-impact recreational activities such as bird watching, hiking and mountain biking by enhancing the trail and pathway network and providing signage.
  - (b) A comprehensive parks management program will be developed for City-owned land in the Paskapoo Slopes Natural Area.
  - (c) The general classification of uses identified under (a) above shall be refined through the Land Use Districts applied to lands within the Paskapoo Slopes Natural Area.
  - (d) Any environmental damage to the Paskapoo Slopes Natural Area caused by adjacent development, placement of utilities, etc., should be rehabilitated in accordance with policies of the City's Natural Area Management Plan. The use of native grass, shrub and tree species is required.
  - (e) Where a road crosses any of the ravines in the Paskapoo Slopes Natural Area, the continuity of the watercourse and ravine habitat should be maintained. Consideration should be given to the most appropriate technique to maintain the character of the area."

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- (oo) Delete the existing Map 3 entitled "Conservation Study Area" and replace with the revised Map 3 entitled "Conservation Study Area" (APPENDIX VII)
- (pp) In Section 7.1.2 Policies, Delete Policy (4) "Evaluation of Multi-Use Trail System" in its entirety, and replace with the following:
- "(4) Parks Management Plan
- Lands that include the Paskapoo Slopes Natural Area as well as other portions of the slope that are owned or acquired by The City of Calgary will be the subject of a future parks management program that will comprehensively define the programming and management of the area. The following shall be considered:
- (a) Pertinent biophysical, geotechnical, hydrological and historic resources studies;
  - (b) A comprehensive plan for a year-round, multi-use pathway and trail system including appropriate uses; and
  - (c) any other information considered necessary for the parks management program."

(qq) In Section 7.1.2 Policies, delete Policy (5) "Fencing" in its entirety and replace with the following:

"(5) Ravines

    - (a) To maintain the ecological quality of ravines and associated ESAs, the drainage pattern of the site should not be significantly altered as a result of development. Site specific geotechnical studies shall take this requirement into consideration, and shall be reviewed by the Approving Authority at such time as Outline Plan/Land Use Amendment application decisions are considered.
    - (b) Where a road crosses any of the ravines, the continuity of the water stream and the ravine habitat shall be maintained (by constructing a bridge, or by the placement of a culvert). Consideration should be given to the most appropriate technique to maintain the character of the area."

(rr) In Subsection 7.2.2(2)(i), delete the words "reserve land" and replace with the words "environmentally significant areas".

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(ss) Insert a new Subsection 7.3.2(3) as follows:

“(3) Lands Designated as Environmental Reserve

(a) Any disturbance of land designated as Environmental Reserve (including land dedicated voluntarily) must be approved by the Director of Parks, prior to any stripping and grading or construction activity.

(b) The developer shall restore, to a natural state, any portions of the Environmental Reserve (including land dedicated voluntarily) that is disturbed in any way as a result of development. The restored area is to be maintained until established and approved to the satisfaction of the Director of Parks.”

(tt) In Subsection 8.1.2(1), after the word “Residential” insert the words “Area and Residential/Mixed Use Area”.

(uu) In Subsection 8.1.2(2)(a), delete the words “Recreation (Nordic Slopes) Area” and replace with the words “Paskapoo Slopes Natural Area”.

(vv) In Subsection 8.2.2(1), delete the words “Commercial Core Area” and replace with the words “Core Development Area”.

(ww) In Subsection 8.2.2(1)(a), delete the words “Commercial Core Area” and replace with the words “Core Development Area”.

(xx) Delete Subsection 8.2.2(1)(a)(iii) in its entirety, and renumber subsequent sections accordingly.

(yy) Delete Subsections 8.3.2(1)(a) and (c) in their entirety, and renumber subsequent sections accordingly.

(zz) Insert a new Section 8.4 as follows:

“8.4 Use Intensity in the Gateway, Village and Commercial Districts

8.4.1 Purpose

The purpose of this section is to establish the minimum density requirements to achieve the mixed use objectives of the Gateway District, Village District and Commercial District. A maximum density is also identified that represents the available transportation capacity. Policies are also provided to establish how density may be distributed on a block.

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8.4.2 Policies

(1) Minimum Use Requirements

- (a) The minimum use requirements for the Plan Area are shown in the following tables, by Block within each District. This represents the minimum amount of retail floor space, office floor space or number of residential units that are required across the plan area.
- (b) In order to track the progress of development and ensure the minimum requirements are met, applicants should provide information as per Appendix C.4.1 (1) Development Permit Submission Requirements.”

(aaa) Insert a new Map 4 entitled “Development Blocks” after Section 8.4.2(1) (APPENDIX VIII).

(bbb) Insert a new Section 8.4.2(2) as follows:

“(2) Maximum Use Allowed

- (a) The maximum use allowed for the Plan Area is shown in the following tables, by Block or by District. This represents the maximum amount of retail floor space, office floor space or number of residential units that are allowed in each block or district.
- (b) In order to track the progress of development and ensure the maximum use limits are not exceeded, applicants should provide information as per Appendix C.4.1 (1) Development Permit Submission Requirements.

| Gateway District: Minimum and Maximum Use by Block |            |             |                         |                     |
|--|------------|-------------|-------------------------|---------------------|
| Block  | Block Area | General Use | Minimum Use Requirement | Maximum Use Allowed |
| A  | 3.43 ha    | Retail      | 12,000 m2               | 17,700 m2           |
|  |            | Office      | 2,300 m2                | 5,100 m2            |
|  |            | Residential | -                       | -                   |

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|       |         |             |           |             |
|-------|---------|-------------|-----------|-------------|
|       |         | Hotel       | -         | 250 rooms   |
| B     | 3.25 ha | Retail      | 9,300 m2  | 10,200 m2   |
|       |         | Office      | 2,300 m2  | 5,100 m2    |
|       |         | Residential | -         | -           |
|       |         | Theatre     | -         | 1,500 seats |
| C     | 0.80 ha | Retail      | -         | -           |
|       |         | Office      | -         | -           |
|       |         | Residential | 48 units  | 130 units   |
| Total | 7.48 ha | Retail      | 21,300 m2 | 27,900 m2   |
|       |         | Office      | 4,600 m2  | 10,200 m2   |
|       |         | Residential | 48 units  | 130 units   |
|       |         | Hotel       | -         | 250 rooms   |
|       |         | Theatre     | -         | 1,500 seats |

| Village District: Minimum and Maximum Use by Block |            |             |                          |                       |
|--|------------|-------------|--------------------------|-----------------------|
| Block  | Block Area | General Use | Minimum Unit Requirement | Maximum Units Allowed |
| D  | 0.36 ha    | Residential |                          |                       |
| E  | 1.42 ha    | Residential |                          |                       |
| F  | 2.71 ha    | Residential |                          |                       |
| G  | 2.63 ha    | Residential |                          |                       |
| Total  | 7.12 ha    |             | 400 units                | 1,664 units           |

| Commercial District: Minimum and Maximum Use by Block |            |             |             |             |
|---|------------|-------------|-------------|-------------|
| Block   | Block Area | General Use | Minimum Use | Maximum Use |

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|       |          |             | Requirement | Allowed   |
|-------|----------|-------------|-------------|-----------|
| H     | 4.40 ha  | Retail      | 13,200 m2   |           |
|       |          | Office      | 4,650 m2    |           |
|       |          | Residential | 264 units   |           |
| I     | 5.00 ha  | Retail      | 13,000 m2   |           |
|       |          | Office      | -           |           |
|       |          | Residential | -           |           |
| J     | 2.58 ha  | Residential | 80 units    |           |
| L     | 0.76 ha  | Retail      | 2,000 m2    |           |
|       |          | Office      | -           |           |
|       |          | Residential | -           |           |
| Total | 12.74 ha | Retail      | 28,200 m2   | 37,200 m2 |
|       |          | Office      | 4,650 m2    | 9,300 m2  |
|       |          | Residential | 344 units   | 435 units |

(3) Monitoring Use Intensity

- (a) To assist with monitoring the mix of uses over time, an audit of the use intensity is required in conjunction with Development Permit and Land Use Amendment applications located in the Gateway District, Village District or Commercial District.
- (b) If, over time, the mix of land uses varies significantly from the Use Intensity tables in subsection (20) above, Administration may require an amendment to the Use Intensity tables.
- (c) Any proposal to transfer use intensity between the Gateway, Village or Commercial District may require an amendment to the Use Intensity tables in subsection (2) above, at the discretion of Administration.”

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- (ccc) In Section 9.1.1 Purpose, delete the second and third sentences.
- (ddd) In Section 9.2.1 Purpose, after the first sentence, insert the following:  
“Several upgrades to the transportation network are required to support development of the plan area beyond Phase 1, including:
- a grade-separated interchange along Trans-Canada Highway at Bowfort Road;
  - an access to Sarcee Trail at the east end of the plan area;
  - active modes connection upgrades across Trans-Canada Highway, Stoney Trail, and Sarcee Trail; and
  - completion of the Stoney Trail Ring Road, including a Transit and Active Modes crossing of Stoney Trail at the west boundary of the plan area.

It is anticipated that the interchange along Trans-Canada Highway at Bowfort Road, the new access at Sarcee Trail, and the upgrades to transit and active modes connections across Stoney Trail and Sarcee Trail should provide adequate capacity to accommodate anticipated development of the plan area. This is predicated on the fundamental assumption that the plan area develops in sequence with the mix of uses proposed for the area. An updated Transportation Impact Assessment is required in conjunction with a Land Use or Development Permit application that identifies the existing network demands and operations, and that the network can accommodate the development-generated demands, at the discretion of the Approving Authority.”

- (eee) In Section 9.2.1 Purpose, delete the last paragraph.
- (fff) Delete Subsection 9.2.2(1)(a), in its entirety and replace with the following:  
“(a) As the timing of network improvements along the Trans Canada Highway at Bowfort Road as well as the access to Sarcee Trail and the transit and active modes connections will influence the phasing of development within the plan area,”
- (ggg) In Subsection 9.2.2(1)(a)(i), after the words “if determined appropriate” insert the words “at the discretion of the Approving Authority”.
- (hhh) In Subsection 9.2.2(1)(a)(i), after the words “transportation capacity” insert the words “along the network”.
- (iii) In Subsection 9.2.2(a)(i) delete the words “at this intersection”.

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- (jjj) In Subsection 9.2.2(1)(a)(ii), after the words “construction of an interchange” insert the words “at Bowfort Road and access to Sarcee Trail,”.
- (kkk) In Subsection 9.2.2(1)(a)(ii)(A), after the words “in Appendix B” insert the words “for the Core Development Area,”.

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(III) Delete Subsection 9.2.2(1)(a)(ii)(C), in its entirety and replace with the following:

“(C) employment-oriented uses, residential uses and retail commercial uses, or other uses not allowed under Phase 1 (A) or (B) above, should not be approved until the construction of an interchange along the Trans Canada Highway at Bowfort Road and the provision of an access point at the eastern boundary of the plan area occurs.

Phase 3

(D) Development permits for the Gateway, Village and Commercial Districts should not be released until the construction of the interchange along the Trans Canada Highway at Bowfort Road and an access at Sarcee Trail to the east end of the subject site are constructed.

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 are 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, at the discretion of the Approving Authority.”

(mmm) In Subsection 9.2.2(2), in the first sentence, after the words “Land Use Amendment” insert the words “or Development Permit”.

(nnn) In Subsection 9.2.2(2)(i), after the words “access to the Trans Canada Highway”, insert the words “or Sarcee Trail”.

(ooo) In Subsection 9.2.2(2)(i), delete the words “at the Trans Canada Highway / Bowfort Road intersection and” and replace with “along the regional network,”.

(ppp) In Subsection 9.2.2(2)(ii), after the words “Trans Canada Highway” insert the words “or Sarcee Trail”.

(qqq) In Subsection 9.2.2(2)(ii), delete “.” at the end of the paragraph and replace with “, and”.

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(rrr) Insert a new Subsection 9.2.2(2)(iii) as follows:

“(iii) for any land use that requires access to the intersection of the Trans Canada Highway and Sarcee Trail, a Transportation Impact Analysis should be submitted demonstrating that capacity to accommodate the proposal exists.”

(sss) Delete Section 10.1.1 Purpose, in its entirety and replace as follows:

“10.1.1 Purpose

The purpose of these policies is to provide for a functional and efficient road network to serve the area. This network will consist of regional roads (i.e., Trans Canada Highway, Stoney Trail, Sarcee Trail) and internal roads as shown on the Land Use Concept map. The regional roads will be constructed and improved by the Province and The City based upon budgeting priorities, which are not governed by this Plan. An access will be built, at the east boundary of the plan area to Sarcee Trail at the Developer’s expense. The internal roads will be constructed by the developers, and sized and designed, in response to the rate of development in the plan area and in accordance with the parameters set out in this Plan. These roads will be either private (i.e., constructed within access easements) or public (i.e., constructed within rights-of-way) depending upon their location, and should comply with the City of Calgary’s approved Complete Streets and Residential Streets Policy. The Developer may propose alternative street standards if rationale is provided to support the proposal, at the discretion of the Approving Authority. The development of the internal roads are governed by this Plan.”

(ttt) In Subsection 10.1.2(1)(a), delete “.” and replace with the following:  
“, except for the Sarcee Trail access to the eastern portion of the plan area, which will be designed and constructed at the Developer’s expense.”

(uuu) In Subsection 10.1.2(2)(a), delete “.” and replace with “, to the satisfaction of the Approving Authority.”

(vvv) In Subsection 10.1.2(2)(d), delete “.” and replace with “in accordance with the Complete Streets Policy.”

(www) Delete Subsection 10.1.2(2)(e) in its entirety and replace with the following:

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“(e) Where no subdivision of a site is proposed in conjunction with land use approval, Administration and an applicant may reach an agreement for public road rights-of-way, if determined appropriate.”

(xxx) Insert a new Subsection 10.1.2(3) as follows:

“(3) Network Capacity

- (a) initial development within the Gateway District or the Village District requires construction of the Trans Canada Highway / Canada Olympic Drive interchange improvements.
- (b) initial development within the Commercial District requires construction of the Sarcee Trail access.”

(yyy) In Subsection 10.2.2(1)(i), at the end of the sentence, delete the word “and”.

(zzz) In Subsection 10.2.2(1)(ii), delete “.” and replace with “, and”.

(aaaa) Insert a new Subsection 10.2.2(1)(iii) as follows:

“(iii) extend through the Gateway, Village and Commercial Districts and provide connections to Bowness, Cougar Ridge and Canada Olympic Park.”

(bbbb) Insert new Subsections 10.2.2(2)(v) and (vi) as follows:

- “(v) provide direct pedestrian connections, within or through blocks, within the Gateway, Village and Commercial Districts,
- (vi) provide sidewalks along both sides of public and private streets within the Gateway, Village and Commercial Districts.”

(ccc) Insert a new Subsection 10.2.2(3) as follows:

“(3) Significant View Points

- (a) The pathway system should incorporate significant view points from the higher elevations in the plan area, taking into consideration potential environmental impact, at sites to be determined to the satisfaction of the Approving Authority.”

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- (dddd) In Section 10.3.1 Purpose, in the second sentence, delete the words “be improved” and replace with the words “adjust over time”.
- (eeee) In Section 10.3.1 Purpose, in the second sentence, after the words “in response to housing” insert the word “, retail”.
- (ffff) Delete Section 10.3.2 Policies, in its entirety and replace with the following:  
“10.3.2 Policies  
(1) Transit Service  
(a) Transit service requirements should be achieved through the provision of:  
(i) transit stops located to facilitate direct and convenient access;  
(ii) transit stops within a five-minute walk (400m walking distance) of 90% of dwelling units to promote transit ridership; and  
(iii) design that aligns with the principles contained within the City’s Transit Friendly Design Guide.  
(b) Transit stops should be equipped with suitable amenities such as benches, shelters and others deemed necessary by the Approving Authority.  
(2) Transit Routes  
(a) The design of the road network should provide for direct and efficient transit routes within the plan area.  
(b) Outline Plan applications should identify the location of transit stops.”
- (gggg) In Section 11.2.1 Purpose, in the second sentence, delete the word “three” and replace with the word “two”.
- (hhhh) In Section 11.2.1 Purpose, in the second sentence, delete the words “the Glenmore Zone to the west” and the words “to the east”.
- (iiii) In Section 11.2.1 Purpose, after the first paragraph, insert a new paragraph as follows:

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“Ultimate development of the Plan area requires extensions to existing watermains, as well as upgrades to existing watermains and the pump station.”

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(jjjj) Delete Section 11.3.1 Purpose, in its entirety and replace with the following:

**“11.3.1 Purpose**

The purpose of these policies is to provide for suitable and efficient sewer servicing for the plan area. A sewer trunk at the north boundary of the plan area currently services the existing development. Tie-in modifications to the existing sanitary system as well as upgrades are required to service the Core Development Area, the Employment Area and the Recreation (Ski Hill) Areas. The Gateway District, Village District, Commercial District, Residential Areas and Residential/Mixed Use Areas will be serviced through the existing sanitary sewer system in Cougar Ridge., which has limited capacity. The design of the sanitary sewage system for the plan will be reviewed in accordance with The City of Calgary’s “Design Guidelines for Subdivision Servicing”.”

(kkkk) In Section 11.4.1 Purpose, in the third sentence, after the words “stormwater detention ponds” insert the words “to meet runoff control targets.”

(llll) In Section 13.4.1 Purpose, delete “CODA” and replace with “land owners”.

(mmmm) In Subsection 13.4.2(1)(a), delete “CODA” and replace with “land owners”.

(nnnn) In Section A.1 Application, in the first sentence, after the words “slope-adaptive design” insert the words “, visual impact and built form.”

(oooo) Insert a new Subsection A.2.2(1)(e) as follows:

“(e) Development located along the south interface of the Gateway, Village and Commercial Districts should be designed to provide a compatible interface with the Paskapoo Slopes Natural Area.”

(pppp) In Subsection A.2.2(2), following the words “Canada Olympic Park” insert the words “and Adjacent Lands”.

(qqqq) In Section A.3.1 Purpose, in the second sentence, delete the words “Recreation (Nordic Slopes) Area” and replace with the words “Paskapoo Slopes Natural Area”.

(rrrr) Insert a new Section A.5 Built Form as follows:

**A.5 BUILT FORM  
A.5.1 Purpose**

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These detailed design guidelines address development of the built form for the Gateway District, Village District and the Commercial District. The development of these areas should respond, in quality, appearance and character to its proximity to Canada Olympic Park, the significant natural open space, relationship with existing established neighbourhoods and its location as a gateway to Calgary along the Trans-Canada Highway.

**A.5.2 Built Form**

**(1) General Design Policies**

- (a) Development visible from the Trans Canada Highway should comply with the policies of the City's Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways document.
- (b) Streetscape design of the Commercial Main Streets and Residential Main Street shall accommodate elements such as street trees, sidewalks, street furniture, bicycle parking and appropriate lighting to enhance the experience of cyclists and pedestrians.
- (c) The design of buildings along the Commercial Main Streets and Residential Main Street shall be designed to enhance and activate the public realm.
- (d) Developments along the Commercial Main Streets should be designed with multiple uses, frequent entrances and transparent storefronts at grade. As a guideline, a typical storefront width of 10 metres is considered a useful benchmark for the Commercial Main Streets.
- (e) Commercial uses located along the Residential Main Street should follow the same guidelines as (d) above.
- (f) Street-level uses along the Commercial Main Streets should contain uses that generate activity during the day and evening, and contribute to a vibrant pedestrian experience (café, restaurant, retail service, etc.).

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- (g) Interior streets should be designed with sidewalks, trees and attractive landscaping as well as appropriate lighting to enhance the pedestrian experience.
- (h) Development adjacent to storm ponds, natural ravine areas and natural topographic features shall maintain the environmental integrity and amenity value of these areas. Sightlines and access to the open space should be provided where possible.
- (i) High quality and well connected pedestrian routes should be provided within all sites, between development sites and to adjacent open space areas, ensuring clear, safe, comfortable, well landscaped pedestrian connections from parking areas to buildings and between the individual buildings within the sites.
- (j) Development of sloping land is subject to the City of Calgary Slope Adaptive Development Policy and Guidelines and Conservation Planning and Design Guidelines.”

(ssss) Insert a new Map 5 entitled "Main Streets" after Section A.5.2(1) (APPENDIX IX).

(tttt) Insert a new Section A.5.2(2) as follows:

“(2) Building Design

- (a) Building design should respond to the prominence and visibility of the site through the variation of building massing and height, and through the use of signature, landmark elements, to accentuate entries, corners and rooflines.
- (b) In order to activate the public realm, buildings located along the Main Streets:
  - (i) shall provide direct access to the public sidewalk from individual ground floor units that face the Main Streets;
  - (ii) should be designed to provide a consistent setback from the sidewalk, with the exception of variations that allow for plazas, patios and other design elements that are intended to activate the street;

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- (iii) should provide 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; and
  - (iv) should be designed to activate both frontages to the street when located on a corner lot.
  - (c) Buildings adjacent to parks, plazas and other public spaces should be designed with entryways, decks and/or patios facing the public space to animate the public realm.
  - (d) Maximum heights of buildings in the Gateway, Village and Commercial Districts are identified in Map 4 Building Height.
  - (e) To provide an appropriate pedestrian scale along the Main Streets and Interior Streets across the Plan Area, portions of a building above 4 storeys should be set back as per the Podium Setbacks figure below.”
- (uuuu) Insert a new figure entitled “Podium Setbacks” after Section A.5.2(2) (APPENDIX X).
- (vvvv) Insert a new Section A.5.2(3) as follows:

“(3) Prominent Building Design and Review

- (a) The location of Prominent Buildings are identified in Map 4 Building Height.
- (b) Only one tower shall be allowed at each location identified in Map 4 Building Height.
- (c) Prominent buildings may be designed up to 50m in height, with provision for one building in the Gateway District in either Block A or Block B to be designed up to 75m in height.
- (d) Prominent buildings should exhibit:
  - (i) high quality architectural design

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- (ii) upper storey design that includes articulation and elements of visual interest, including distinctive penthouse and roof treatments
  - (iii) As per the above figure, prominent buildings must have a minimum 6.0m setback from the edge of the podium above the fourth storey.
- (e) Prominent buildings will be subject of a design review process as determined by the Director of Local Area Planning and Implementation.
- (f) The design review process shall:
- (i) ensure that prominent buildings achieve suitable visual permeability to and from public vistas, particularly along the Trans Canada Highway, and of iconic features, such as the ski jump towers at Canada Olympic Park;
  - (ii) ensure that the massing effect of prominent buildings is minimized;
  - (iii) ensure compatibility with adjacent development; and
  - (iv) consider, among other elements, the visual impact of the following:
    - (A) floorplate area;
    - (B) building height;
    - (C) building orientation;
    - (D) tower separation; and
    - (E) cumulative impacts of multiple prominent buildings.
- (g) The design review should also consider other aspects of proposed buildings such as aesthetic quality and environmental sustainability as deemed appropriate.”

(www) Insert a new Map 6 entitled “Building Height” after Section A.5.2(3) (APPENDIX XI).

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(xxxx) Insert a new Section A.5.3 as follows:

“A.5.3 Parking and Service areas in the Gateway, Village and Commercial Districts

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- (1) Parking Orientation
- (a) The amount of underground and/or structured parking should be provided as per Map 7 Parking Allocation.
  - (b) Parking access and driveways should not be located along the Main Streets to minimize interruptions to the pedestrian environment and conflicts with bus stops.
  - (c) Motor vehicle parking lots shall not be permitted adjacent to the Main Streets.
  - (d) Where surface parking or above-grade structured parking is provided, it should be screened from the Main Streets primarily by buildings. To a limited extent, fences, walls and vegetation may also be used to screen surface parking from the Main Streets.
  - (e) The visual impacts of surface parking should be minimized along the south boundary of the development area in order to enhance compatibility with the Paskapoo Slopes Natural Area.
  - (f) At- or above-grade parking should be screened from view using design elements such as at-grade retail uses, innovative screening or sculptural façade elements.
  - (g) Surface parking areas should be designed to provide safe, convenient sidewalk and pathway connections for pedestrians and cyclists to access building entrances and reduce pedestrian and automobile conflicts.”

(yyyy) Insert a new Map 7 entitled “Parking Allocation” after Section A.5.3(1) (APPENDIX XII).

(zzzz) Insert a new Section A.5.3(2), A.5.3(3), and A.5.4 as follows:

“(2) Shared Parking

- (a) Shared parking for a comprehensive mixed use development is encouraged and requires a parking analysis to be submitted at the

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time of development. This may include considerations for off-site parking;

- (i) For sites containing retail or office uses (including mixed-use sites), applicants should provide only the minimum number of parking spaces required by the Land Use Bylaw. If parking stalls exceed the minimum requirements in the Land Use Bylaw, they shall be accommodated in a structure and/or underground parking facility, unless otherwise determined by the Approving Authority.
- (ii) Relaxations of the minimum parking requirements of the Land Use Bylaw are encouraged and shall be reviewed at the time of the development permit application.

(3) Loading and Servicing

- (a) Loading and service areas should be located to minimize visibility from streets and reduce conflicts with pedestrian movement.

A.5.4 Street Cross Sections

- (a) The street cross-sections shown in the figures below depict the general configuration of streets and adjacent building facades (setbacks and height) in the Gateway, Village and Commercial District.
- (b) If an applicant proposes to change the design of a street cross-section(s), an amendment to the figure(s) below will be required.”

(aaaaa) Insert the following new figures after Section A.5.4:

- a. new figure entitled “Street cross-sections key” (APPENDIX XIII)
- b. new figure entitled “Street cross-section A” (APPENDIX XIV)
- c. new figure entitled “Street cross-section B” (APPENDIX XV)
- d. new figure entitled “Street cross-section C” (APPENDIX XVI)
- e. new figure entitled “Street cross-section D” (APPENDIX XVII)

(bbbbb) Insert a new Section C.4 as follows:

“C.4 DEVELOPMENT PERMIT APPLICATION  
C.4.1 Purpose

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The purpose of these policies is to provide a process to ensure that the development of a site will occur in a logical and co-ordinated manner through the submission of a conceptual block plan that provides a context for the proposed Development Permit application.

- (1) Development Permit Submission Requirements
  - (a) Each Development Permit application shall be accompanied by a conceptual block plan that shows:
    - (i) the location of the subject site within the block,
    - (ii) the location of buildings within the block, indicating whether they are built, approved or conceptual at the time of submission,
    - (iii) the location of proposed streets, plazas, pathways/walkways and other design elements as required by Administration.
  - (b) For Development Permit applications located in the Gateway District, a Block Plan shall be submitted for the entire Gateway District.”

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**APPENDIX III**

**PROPOSED ROAD CLOSURE CONDITIONS**

1. All existing utilities within the road closure area shall be protected by easement or relocated at the developer's expense.
2. All existing access to the affected properties in the area shall be maintained or alternative access be constructed at the developer's expense.
3. The closed right-of-way may be removed from The City's ownership and sold to the adjacent properties.
4. The developer is responsible for all costs associated with the closure including all necessary physical construction, removal, rehabilitation, utility relocation, etc.

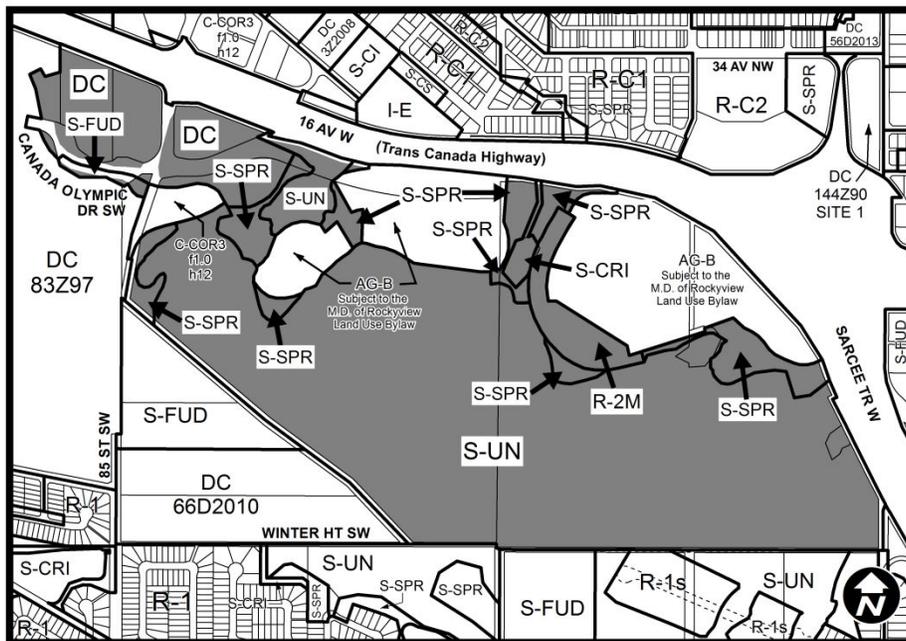
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APPENDIX IV

PROPOSED DIRECT CONTROL GUIDELINES

(Bylaw 1): (DC based on Commercial-Corridor 1 (C-COR1) District)



**Purpose**

1 This Direct Control District is intended to provide:

- (a) commercial **uses** along a continuous block face on a commercial main **street**;
- (b) **buildings** that are close to each other, the **street** and the public sidewalk on a commercial main **street**;
- (c) opportunities for commercial **uses** on the ground floor of **buildings** and **Dwelling Units** and **Offices** on upper floors;
- (d) for varying **building densities** and heights within a block; and

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- (e) **Offices and Multi-Residential Development** that are not located along a commercial main **street**.

**Compliance with Bylaw 1P2007**

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3, 4 and 6 of Bylaw 1P2007 apply to this Direct Control District.

**Reference to Bylaw 1P2007**

- 3 Within the Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

**Permitted Uses**

- 4 The **permitted uses** of the Commercial-Corridor 1 (C-COR1) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

**Discretionary Uses**

- 5 The **discretionary uses** of the Commercial-Corridor 1 (C-COR1) District of Bylaw 1P2007 are the **discretionary uses** in this District Control District with the addition of:

- (a) **Multi-Residential Development**

**Bylaw 1P2007 District Rules**

- 6 Unless otherwise specified, the rules of the Commercial-Corridor 1 (C-COR1) District of Bylaw 1P2007 apply in this Direct Control District.

**Use Area**

- 7 Except as referenced in 9(2) there is no minimum or maximum in this District Control District.

**Location of Uses Within Buildings**

- 8 (1) Unless referenced in (2), the following **uses** must not locate on the ground floor of **buildings**:

- (a) **Assisted Living;**
- (b) **Catering service – Minor;**
- (c) **Child Care Service;**
- (d) **Counselling Service;**
- (e) **Dwelling Unit;**
- (f) **Health Services Laboratory – With Clients;**
- (g) **Instructional Facility;**
- (h) **Live Work Unit;**

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- (i) **Medical Clinic;**
  - (j) **Place of Worship – Small;**
  - (k) **Post-secondary Learning Institution;**
  - (l) **Residential Care;**
  - (m) **Social Organization;** and
  - (n) **Veterinary Clinic.**
- (2) With the exception of **Multi-Residential Development**, a minimum of 20.0 percent of the **gross floor area** of **buildings** in this Direct Control District must contain “Commercial Uses”.
- (3) “Commercial Uses” and **Live-Work Units**,
- (a) may be located on the same floor as **Addiction Treatment, Custodial Care** and **Residential Care**;
  - (b) must not share an internal hallway with **Addiction Treatment, Custodial Care** and **Residential Care**.
- (4) Where this section refers to “Commercial Uses”, it refers to the uses listed in Section 5 and 6 of this Direct Control District other than **Addiction Treatment, Custodial Care, Dwelling Units, Multi-Residential Development** and **Residential Care**.

**Building Height**

- 9
- (1) A maximum of one **building** within this Direct Control District may have a maximum **building height** of 75.0 metres.
  - (2) A maximum of two **buildings** within this Direct Control District may have a maximum **building height** of 50.0 metres.
  - (3) In all other cases, the maximum **building height** is 21.0 metres.

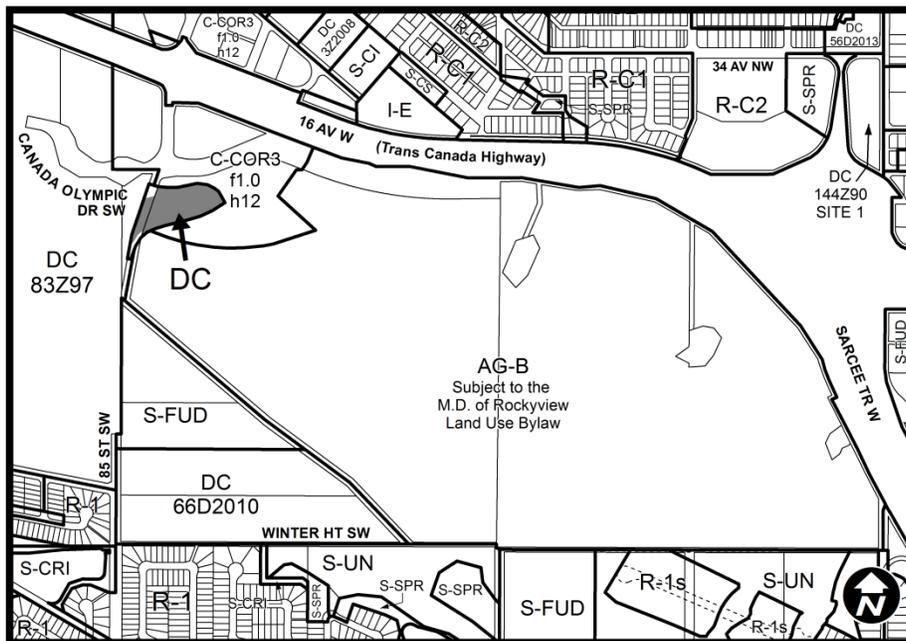
**Relaxations**

- 10 The **Development Authority** may relax any of the rules contained in this Direct Control District in accordance with Sections 31 and Section 36 of Bylaw 1P2007.

**POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
AMENDMENT  
RESIDUAL SUB-AREA 6, CANADA OLYMPIC PARK  
(WARD 1 AND WARD 6)  
SOUTH OF TRANS-CANADA HIGHWAY BETWEEN COP AND  
SARCEE TRAIL SW  
BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015**

**MAP 27W,33W**

*(Bylaw 2): (DC based on Multi-Residential – High Density Medium Rise (M-H2) District)*



**Purpose**

- 1 This Direct Control District is intended to provide for medium rise **Multi-Residential Development** in a variety of forms and densities with the option of **commercial multi-residential uses** within a residential **building**.

**Compliance with Bylaw 1P2007**

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3, 4 of Bylaw 1P2007 apply to this Direct Control District.

**Reference to Bylaw 1P2007**

- 3 Within the Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

**Permitted Uses**

- 4 The **permitted uses** of the Multi-Residential – High Density Medium Rise (M-H2) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
AMENDMENT  
RESIDUAL SUB-AREA 6, CANADA OLYMPIC PARK  
(WARD 1 AND WARD 6)  
SOUTH OF TRANS-CANADA HIGHWAY BETWEEN COP AND  
SARCEE TRAIL SW  
BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015

MAP 27W,33W

---

**Discretionary Uses**

- 5 The **discretionary uses** of the Multi-Residential – High Density Medium Rise (M-H2) District of Bylaw 1P2007 are the **discretionary uses** in this District Control District.

**Bylaw 1P2007 District Rules**

- 6 Unless otherwise specified, the rules of the Multi-Residential – High Density Medium Rise (M-H2) District of Bylaw 1P2007 apply in this Direct Control District.

**Floor Area Ratio**

- 7 There is no minimum or maximum **floor area ratio** in this Direct Control District.

**Density**

- 8 The minimum **density** in this Direct Control District is 50 units per hectare.

**Building Height**

- 9 (1) A maximum of two **buildings** within this Direct Control District may have a maximum **building height** of 50.0 metres.
- (2) In all other cases, the maximum **building height** is 21.0 metres.

**Relaxations**

- 10 The **Development Authority** may relax any of the rules contained in this Direct Control District in accordance with Sections 31 and Section 36 of Bylaw 1P2007.



POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
AMENDMENT  
RESIDUAL SUB-AREA 6, CANADA OLYMPIC PARK  
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SOUTH OF TRANS-CANADA HIGHWAY BETWEEN COP AND  
SARCEE TRAIL SW  
BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015

MAP 27W,33W

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**Reference to Bylaw 1P2007**

- 3 Within the Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

**Permitted Uses**

- 4 The **permitted uses** of the Multi-Residential – Medium Profile Support Commercial (M-X2) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

**Discretionary Uses**

- 5 The **discretionary uses** of the Multi-Residential – Medium Profile Support Commercial (M-X2) District of Bylaw 1P2007 are the **discretionary uses** in this District Control District with the addition of:

- (a) **Single Detached Dwellings**; and
- (b) **Semi-detached Dwellings**.

**Bylaw 1P2007 District Rules**

- 6 Unless otherwise specified:
- (a) for **Single Detached Dwellings** and **Semi-detached Dwellings** the rules of the Multi-Residential Grade-Oriented Contextual (R-CG) District of Bylaw 1P2007 apply in this Direct Control District;
  - (b) for all other **uses**, the rules of the Multi-Residential – Medium Profile Support Commercial (MX-2) District apply in this Direct Control District.

**Floor Area Ratio**

- 7 There is no maximum **floor area ratio** in this Direct Control District.

**Density**

- 8 The minimum **density** for **parcels** containing a **Single Detached Dwelling** and **Semi-detached Dwelling** in this Direct Control District is 20.0 **units** per hectare.

**Building Height**

- 9 (1) For **Single Detached Dwellings** and **Semi-detached Dwellings**, the maximum **building height** is 12.0 metres.
- (2) For all other **uses**, the maximum **building height** is 21.0 metres.

**POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
AMENDMENT  
RESIDUAL SUB-AREA 6, CANADA OLYMPIC PARK  
(WARD 1 AND WARD 6)  
SOUTH OF TRANS-CANADA HIGHWAY BETWEEN COP AND  
SARCEE TRAIL SW  
BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015**

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**MAP 27W,33W**

POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
AMENDMENT  
RESIDUAL SUB-AREA 6, CANADA OLYMPIC PARK  
(WARD 1 AND WARD 6)  
SOUTH OF TRANS-CANADA HIGHWAY BETWEEN COP AND  
SARCEE TRAIL SW  
BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015

MAP 27W,33W

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**Commercial Multi-Residential Uses**

- 10 (1) There is no minimum requirement for *commercial multi-residential uses* in this Direct Control District.
- (2) *Commercial multi-residential uses* are subject to subsections 688(2) to (5) of Bylaw 1P2007.

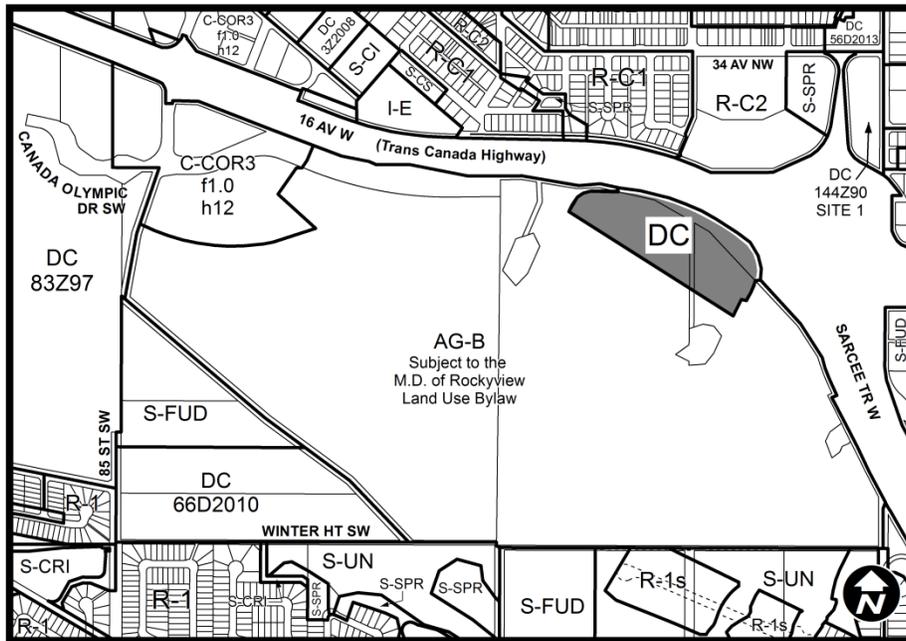
**Relaxations**

- 11 The *Development Authority* may relax any of the rules contained in this Direct Control District in accordance with Sections 31 and Section 36 of Bylaw 1P2007.

POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
AMENDMENT  
RESIDUAL SUB-AREA 6, CANADA OLYMPIC PARK  
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SOUTH OF TRANS-CANADA HIGHWAY BETWEEN COP AND  
SARCEE TRAIL SW  
BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015

MAP 27W,33W

(Bylaw 4): (DC based on Commercial-Corridor 1 (C-COR1) District)



**Purpose**

1 This Direct Control District is intended to provide:

- (a) commercial uses along a continuous block face on a commercial main **street**;
- (b) **buildings** that are close to each other, and the public sidewalk on a commercial main **street**;
- (c) varying **building densities** and heights within a block; and
- (d) **Offices** and **Multi-Residential Development** with higher **density**, that are not located along a commercial main **street**.

**Compliance with Bylaw 1P2007**

2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District.

**POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
AMENDMENT  
RESIDUAL SUB-AREA 6, CANADA OLYMPIC PARK  
(WARD 1 AND WARD 6)  
SOUTH OF TRANS-CANADA HIGHWAY BETWEEN COP AND  
SARCEE TRAIL SW  
BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015**

**MAP 27W,33W**

**Reference to Bylaw 1P2007**

- 3 Within the Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

**Permitted Uses**

- 4 The *permitted uses* of the Commercial-Corridor 1 (C-COR1) District of Bylaw 1P2007 are the *permitted uses* in this Direct Control District.

**Discretionary Uses**

- 5 The *discretionary uses* of the Commercial-Corridor 1 (C-COR1) District of Bylaw 1P2007 are the *discretionary uses* in this District Control District with the addition of:

- (a) **Multi-Residential Development**

**Bylaw 1P2007 District Rules**

- 6 Unless otherwise specified, the rules of the Commercial-Corridor 1 (C-COR1) District of Bylaw 1P2007 apply in this Direct Control District.

**Use Area**

- 7 There is no maximum *use area* in this Direct Control District.

**Location of Uses Within Buildings**

- 8 (1) Unless referenced in (2) the following uses must not be located on the ground floor of *buildings*;

- (a) **Assisted Living;**
- (b) **Catering service – Minor;**
- (c) **Child Care Service;**
- (d) **Counselling Service;**
- (e) **Dwelling Unit;**
- (f) **Health Services Laboratory – With Clients;**
- (g) **Instructional Facility;**
- (h) **Live Work Unit;**
- (i) **Medical Clinic;**
- (j) **Place of Worship – Small;**
- (k) **Post-secondary Learning Institution;**
- (l) **Residential Care;**
- (m) **Social Organization; and**
- (n) **Veterinary Clinic.**

POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
AMENDMENT  
RESIDUAL SUB-AREA 6, CANADA OLYMPIC PARK  
(WARD 1 AND WARD 6)  
SOUTH OF TRANS-CANADA HIGHWAY BETWEEN COP AND  
SARCEE TRAIL SW  
BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015

MAP 27W,33W

- 
- (2) With the exception of **Multi-Residential Development**, a minimum of 20.0 percent of the **gross floor area** of **buildings** in this Direct Control District must contain “Commercial Uses”.
  - (3) “Commercial Uses” are not required to locate within a **Multi-Residential Development**.
  - (4) “Commercial Uses” and **Live-Work Units**,
    - (a) may be located on the same floor as **Addiction Treatment, Custodial Care** and **Residential Care**;
    - (b) must not share an internal hallway with **Addiction Treatment, Custodial Care** and **Residential Care**.
  - (5) Where this section refers to “Commercial Uses”, it refers to the **uses** listed in Sections 5 and 6 of this Direct Control District other than **Addiction Treatment, Custodial Care, Dwelling Units, Multi-Residential Development**, and **Residential Care**.

**Building Height**

- 9 (1) A maximum of three **buildings** in this Direct Control District may have a maximum **building height** of 50.0 metres.
- (2) In all other cases, the maximum **building height** is 28.0 metres.

**Relaxations**

- 10 The **Development Authority** may relax any of the rules contained in this Direct Control District in accordance with Sections 31 and Section 36 of Bylaw 1P2007.



POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
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RESIDUAL SUB-AREA 6, CANADA OLYMPIC PARK  
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SARCEE TRAIL SW  
BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015

MAP 27W,33W

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**Discretionary Uses**

5 The *discretionary uses* of the Commercial-Regional 3 (C-R3) District of Bylaw 1P2007 are the *discretionary uses* in this District Control District with the addition of:

(a) **Multi-Residential Development**

**Bylaw 1P2007 District Rules**

6 Unless otherwise specified:

(a) for **Multi-Residential Development**, the rules of the Multi-Residential High Density Medium Rise (M-H2) District of Bylaw 1P2007 apply in this Direct Control District; and

(b) for all other uses, the rules of the Commercial – Regional 3 (C-R3) District of Bylaw 1P2007 apply in this Direct Control District.

**Density**

7 There is no minimum or maximum *density* in this Direct Control District.

**Floor Area Ratio**

8 The minimum *floor area ratio* in this Direct Control District is 0.26.

**Building Height**

9 The maximum *building height* in this Direct Control District is 21.0 metres.

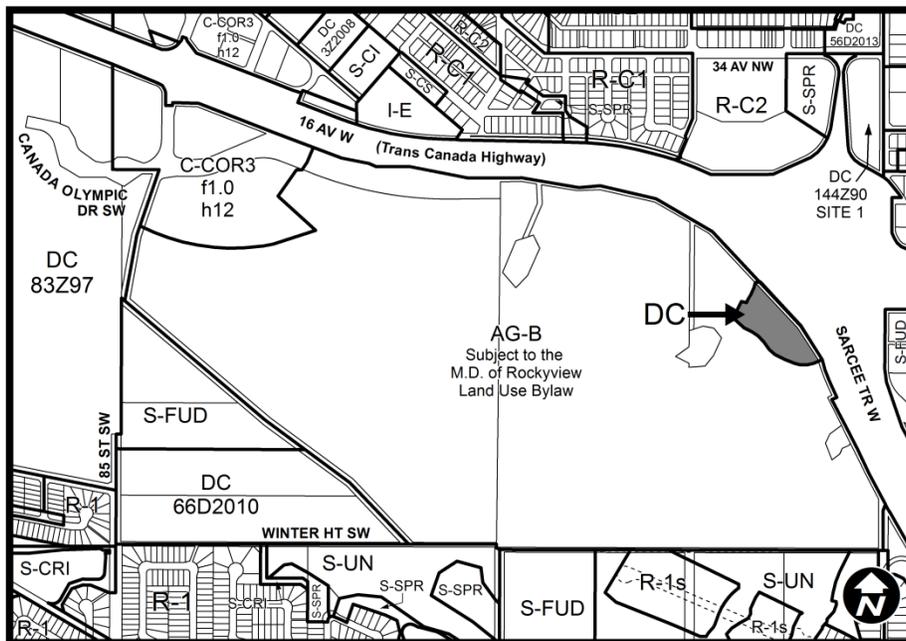
**Relaxations**

10 The **Development Authority** may relax any of the rules contained in this Direct Control District in accordance with Sections 31 and Section 36 of Bylaw 1P2007.

POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
AMENDMENT  
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SARCEE TRAIL SW  
BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015

MAP 27W,33W

(Bylaw 6): (DC based on Commercial-Community 1 (C-C1) District)



**Purpose**

- 1 This Direct Control District is intended to provide:
  - (a) small to mid-scale commercial **developments**;
  - (b) **developments** located along a commercial **street**;
  - (c) one or more commercial **uses** within a **building**;
  - (d) pedestrian connections for the public sidewalk to and between the **buildings**;
  - (e) **building** location, **setback areas**, and landscaping that limit the effect of commercial **uses** on nearby residential districts; and
  - (f) for stand-alone **Multi-Residential Development** and **Office uses**.

**Compliance with Bylaw 1P2007**

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw

POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
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SARCEE TRAIL SW  
BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015

MAP 27W,33W

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1P2007 apply to this Direct Control District.

**Reference to Bylaw 1P2007**

- 3 Within the Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

**Permitted Uses**

- 4 The *permitted uses* of the Commercial-Community 1 (C-C1) District of Bylaw 1P2007 are the *permitted uses* in this Direct Control District.

**Discretionary Uses**

- 5 The discretionary uses of the Commercial-Community 1 (C-C1) District of Bylaw 1P2007 are the *discretionary uses* in this District Control District with the addition of:

- (a) **Multi-Residential Development.**

**Bylaw 1P2007 District Rules**

- 6 Unless otherwise specified:

- (a) for **Multi-Residential Development**, the rules of the Multi-Residential-Medium Profile (M-2) District of Bylaw 1P2007 apply in this Direct Control District, and
- (b) for all other uses, the rules of the Commercial-Community 1 (C-C1) District of Bylaw 1P2007 apply in this Direct Control District.

**Density**

- 7 There is no minimum or maximum *density* in this Direct Control District.

**Floor Area Ratio**

- 8 The minimum *floor area ratio* in this Direct Control District is 0.26.

**Building Height**

- 9 (1) A maximum of one *building* in this Direct Control District may have a maximum *building height* of 50.0 metres.
- (2) In all other cases, the maximum *building height* is 21.0 metres.

**Relaxations**

- 11 The *Development Authority* may relax any of the rules contained in this Direct Control District in accordance with Sections 31 and Section 36 of Bylaw 1P2007.

**POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
AMENDMENT  
RESIDUAL SUB-AREA 6, CANADA OLYMPIC PARK  
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BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015**

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**MAP 27W,33W**

POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
AMENDMENT  
RESIDUAL SUB-AREA 6, CANADA OLYMPIC PARK  
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BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015

MAP 27W,33W

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**APPENDIX V**

**LETTERS SUBMITTED**

Petition sent 2014, September 1

### **Trinity – East Paskapoo Slopes**

We, the undersigned, petition the City of Calgary to refuse rezoning to allow the proposed Trinity Hills development on the East Paskapoo Slopes. We would like to see the land preserved as a park and/or archeological/historical site. We believe this area is more valuable to the citizens of Calgary, and the rest of Alberta, preserved rather than developed, for the following reasons:

- The area is valuable from a recreational and environmental perspective. The area is used and appreciated by many Calgarians (Evolve 2013)<sup>1</sup>
- The majority of the area is considered an environmentally significant area. It is characterized by aspen forest, native grassland, riverine tall shrub community and balsam poplar forest, and plays an important role as a wildlife corridor.
- The area is archaeologically significant at a provincial scale, similar to Head Smashed in Buffalo Jump, which is a UNESCO World Heritage Site.
- There are already several malls/commercial developments in the area with more proposed. This land is more valuable preserved as an environmental/archaeological reserve.

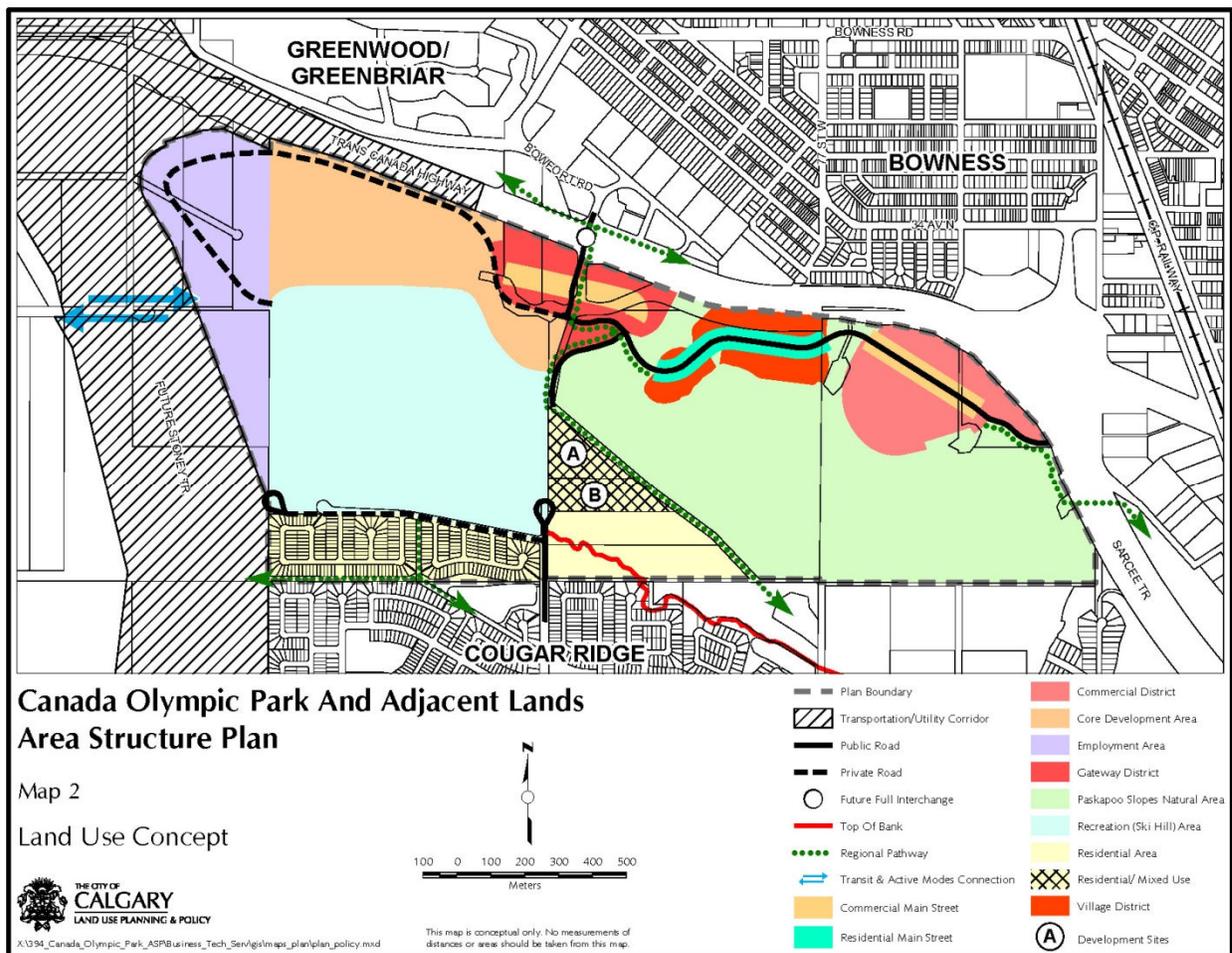
There were 32 signatures attached with this petition

**POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
 AMENDMENT  
 RESIDUAL SUB-AREA 6, CANADA OLYMPIC PARK  
 (WARD 1 AND WARD 6)  
 SOUTH OF TRANS-CANADA HIGHWAY BETWEEN COP AND  
 SARCEE TRAIL SW  
 BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
 123D2015, 124D2015 AND 125D2015**

**MAP 27W,33W**

**APPENDIX VI**

**REVISED MAP 2: LAND USE CONCEPT**

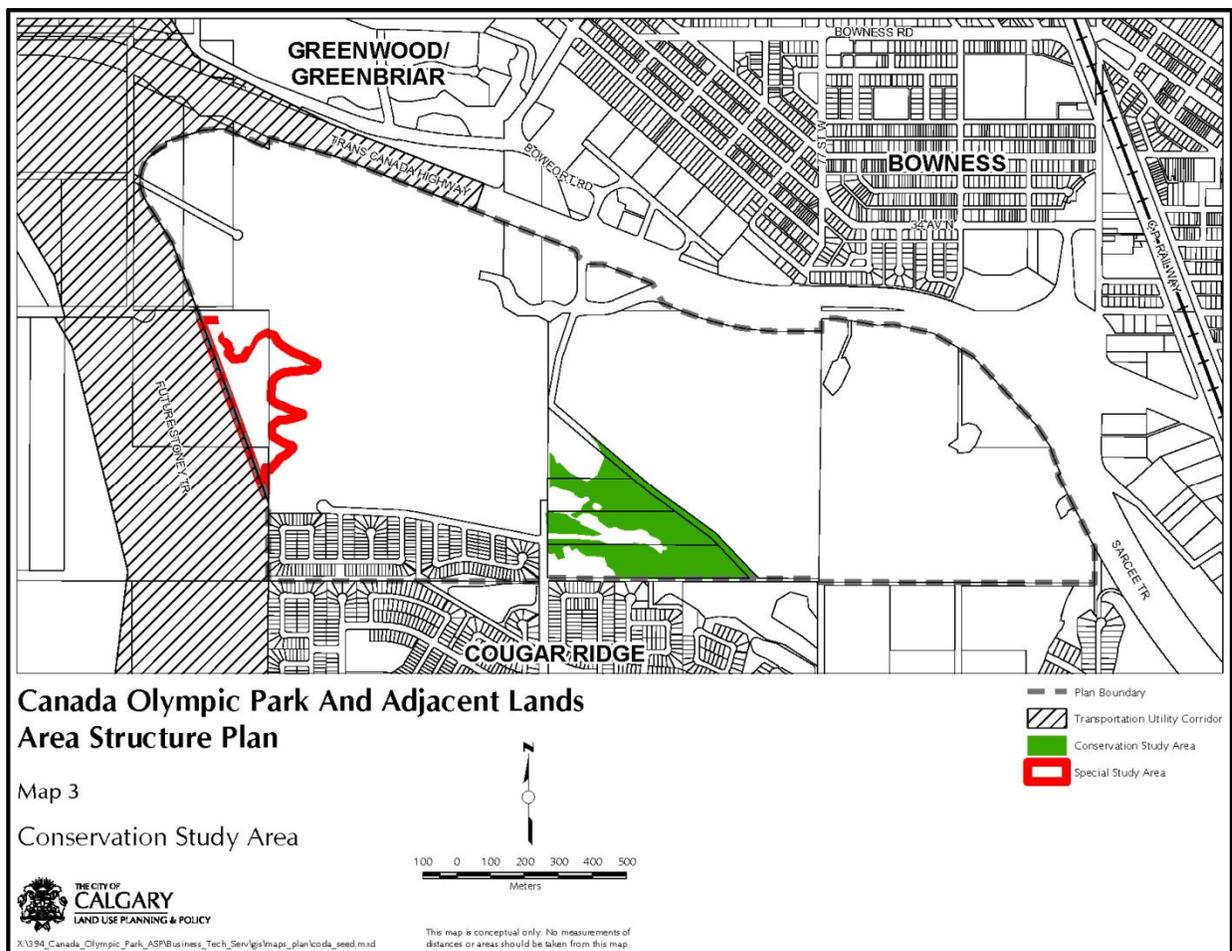


**POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
AMENDMENT  
RESIDUAL SUB-AREA 6, CANADA OLYMPIC PARK  
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BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015**

**MAP 27W,33W**

**APPENDIX VII**

**REVISED MAP 3: CONSERVATION STUDY AREA**

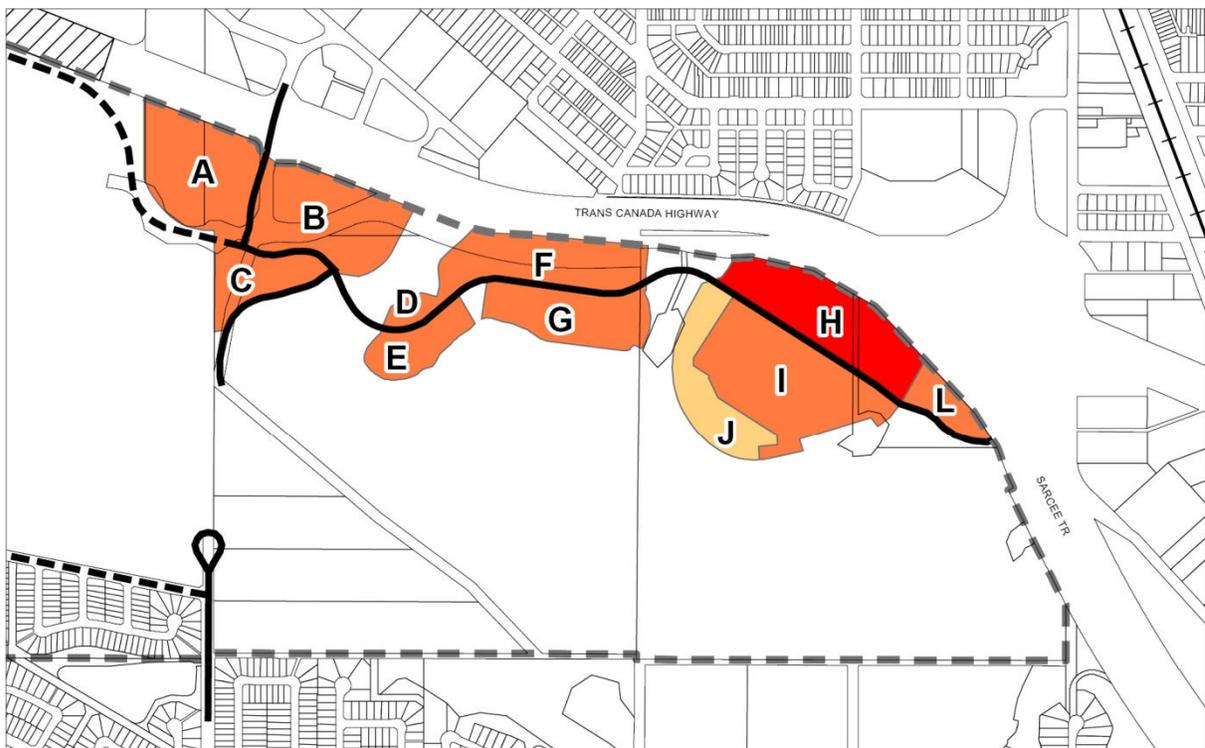


**POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
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BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015**

**MAP 27W,33W**

**APPENDIX VIII**

**REVISED MAP 4: DEVELOPMENT BLOCKS**



Map 4

Development Blocks

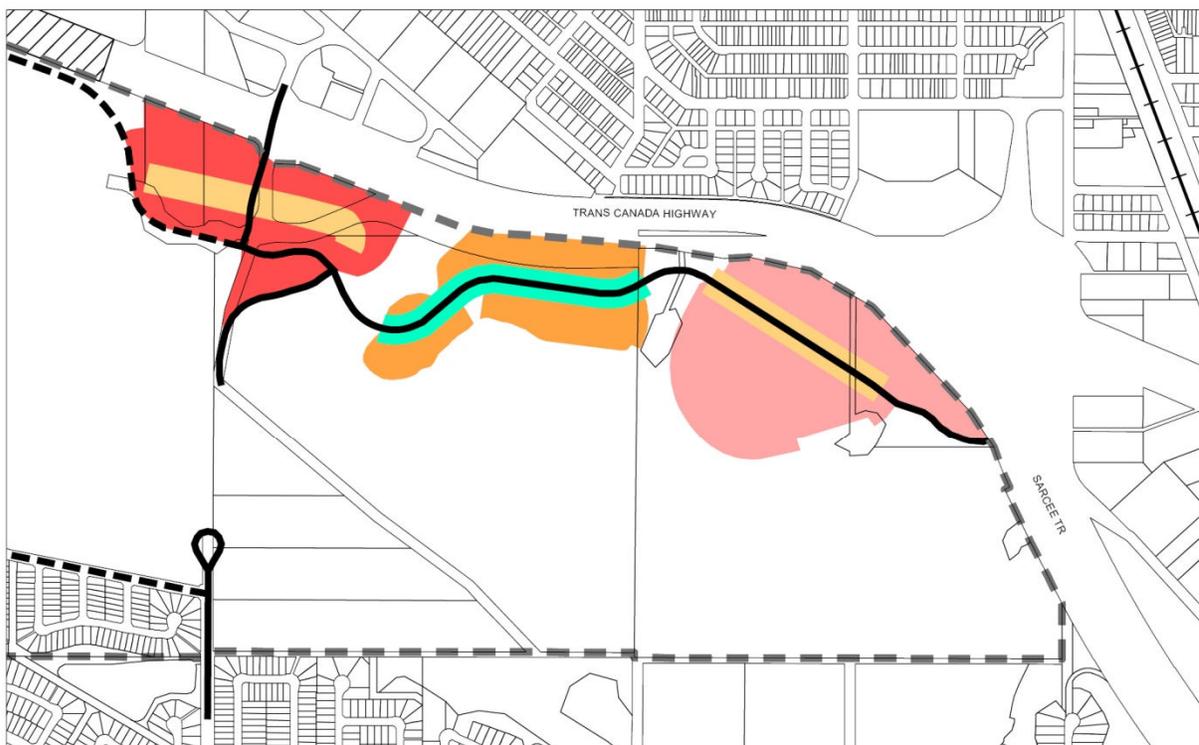
— Plan Boundary  
▨ Transportation Utility Corridor

**POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
AMENDMENT  
RESIDUAL SUB-AREA 6, CANADA OLYMPIC PARK  
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BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015**

**MAP 27W,33W**

**APPENDIX IX**

**REVISED MAP 5: MAIN STREETS**



Map 5  
Main Streets

- |                                 |                     |                         |
|---------------------------------|---------------------|-------------------------|
| Plan Boundary                   | Commercial District | Commercial Main Street  |
| Transportation Utility Corridor | Gateway District    | Residential Main Street |
|                                 | Village District    |                         |

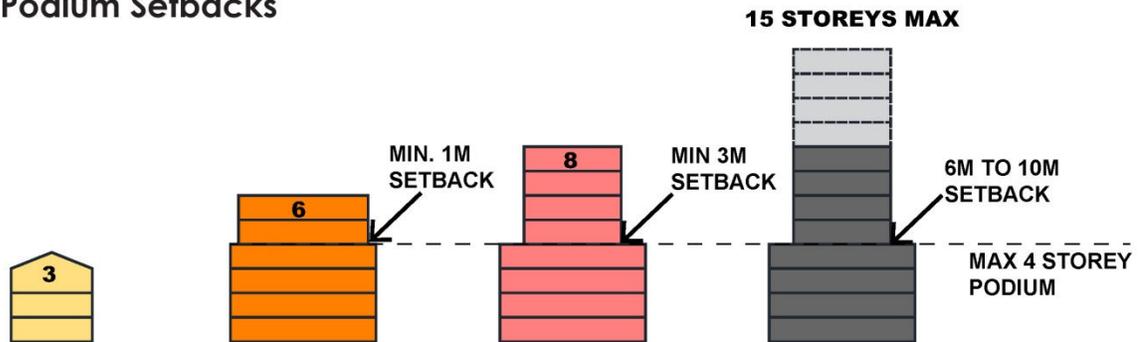
POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
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RESIDUAL SUB-AREA 6, CANADA OLYMPIC PARK  
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SARCEE TRAIL SW  
BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015

MAP 27W,33W

APPENDIX X

REVISED FIGURE: PODIUM SETBACKS

Podium Setbacks

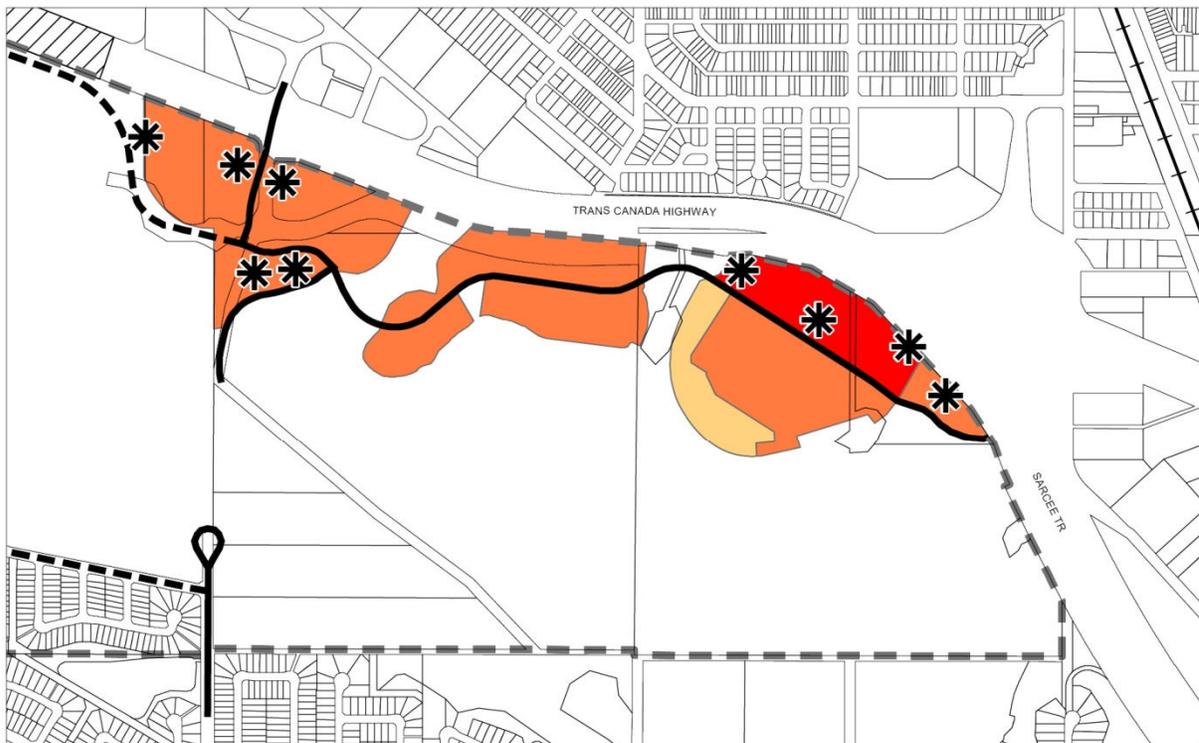


POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
 AMENDMENT  
 RESIDUAL SUB-AREA 6, CANADA OLYMPIC PARK  
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 SARCEE TRAIL SW  
 BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
 123D2015, 124D2015 AND 125D2015

MAP 27W,33W

APPENDIX XI

REVISED MAP 6: BUILDING HEIGHT



Map 6  
 Building Height

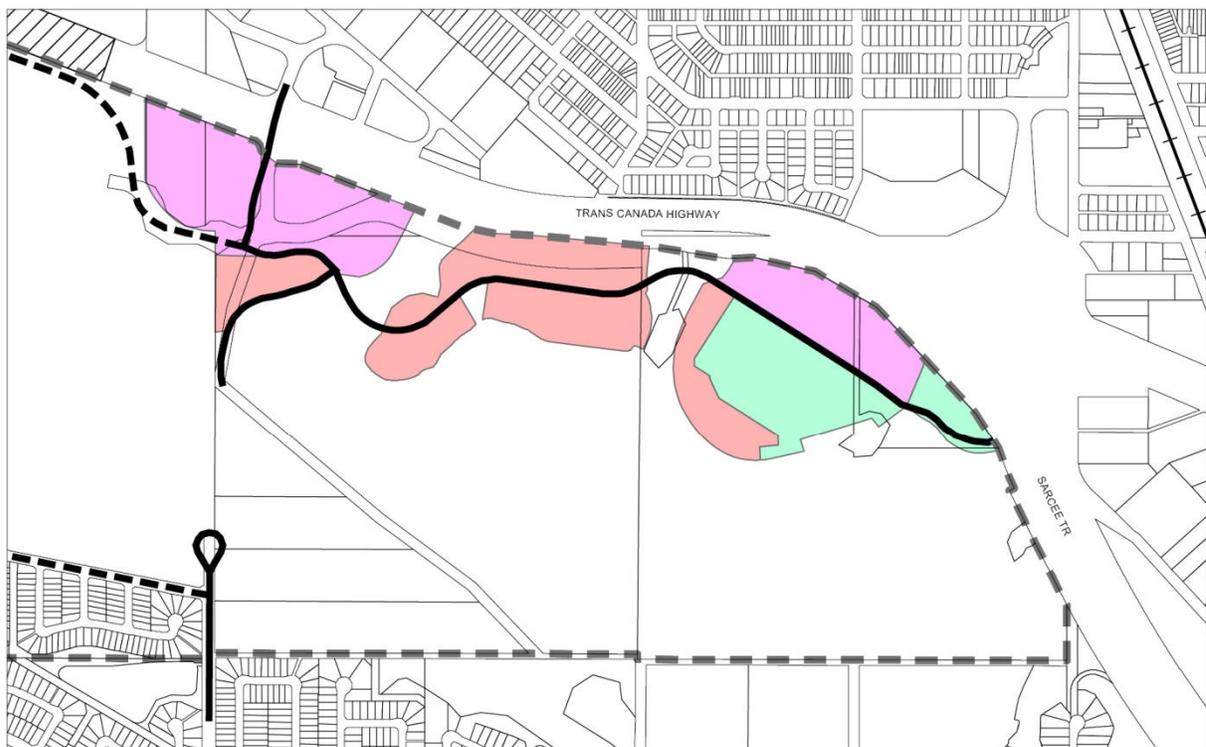
- Plan Boundary
- ▨ Transportation Utility Corridor
- \* Prominent Height Allowance Site  
up to 15 Stories, one at 22 Stories
- Low Profile Height Allowance Zone - 3 Stories
- Contextual Height Allowance Zone - 6 Stories
- Mid Range Height Allowance Zone - 8 Stories

**POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
AMENDMENT  
RESIDUAL SUB-AREA 6, CANADA OLYMPIC PARK  
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BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015**

**MAP 27W,33W**

**APPENDIX XII**

**REVISED MAP 7: PARKING ALLOCATION**



Map 7  
Parking Allocation

- |                                 |   |
|---------------------------------|---|
| Plan Boundary                   | 50% Structured or Underground Parking         |
| Transportation Utility Corridor | 60% Structured or Underground Parking         |
|                                 | No Structured or Underground Parking Required |

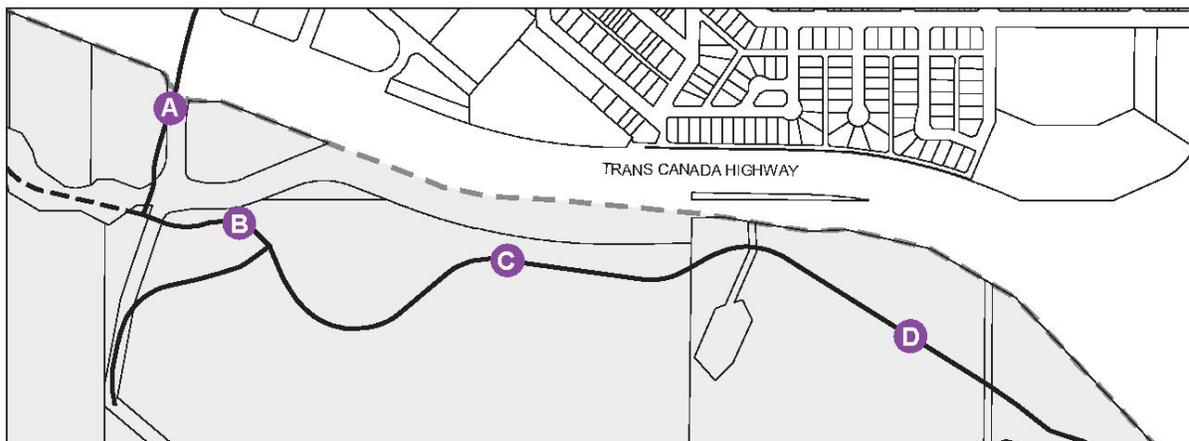
POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
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BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015

MAP 27W,33W

APPENDIX XIII

PROPOSED FIGURE: STREET CROSS-SECTIONS KEY

Street cross-sections key



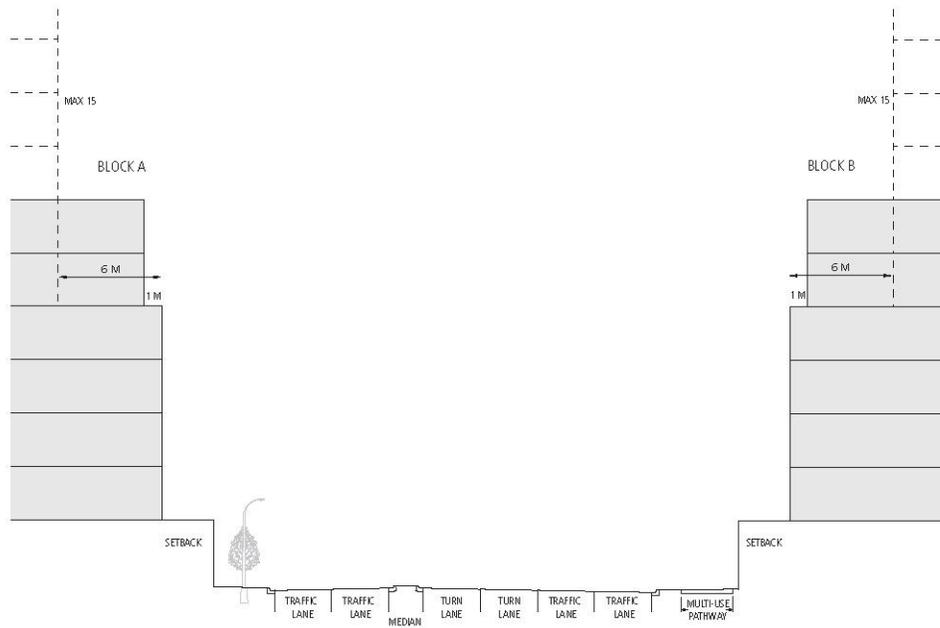
**POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
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BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015**

**MAP 27W,33W**

**APPENDIX XIV**

**PROPOSED FIGURE: STREET CROSS-SECTION A: CANADA OLYMPIC DRIVE SW**

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

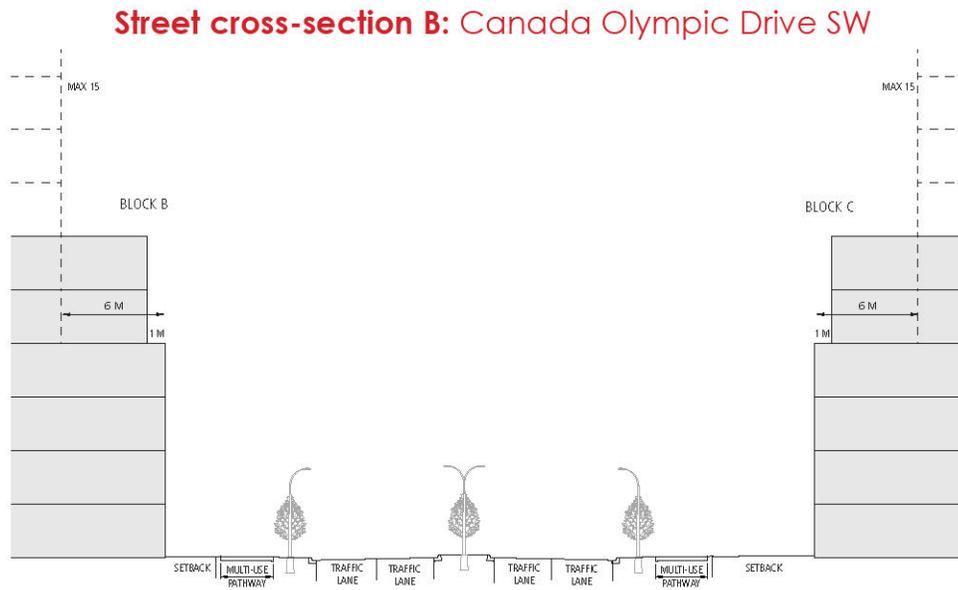


POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
AMENDMENT  
RESIDUAL SUB-AREA 6, CANADA OLYMPIC PARK  
(WARD 1 AND WARD 6)  
SOUTH OF TRANS-CANADA HIGHWAY BETWEEN COP AND  
SARCEE TRAIL SW  
BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015

MAP 27W,33W

APPENDIX XV

PROPOSED FIGURE: STREET CROSS-SECTION B: CANADA OLYMPIC DRIVE SW



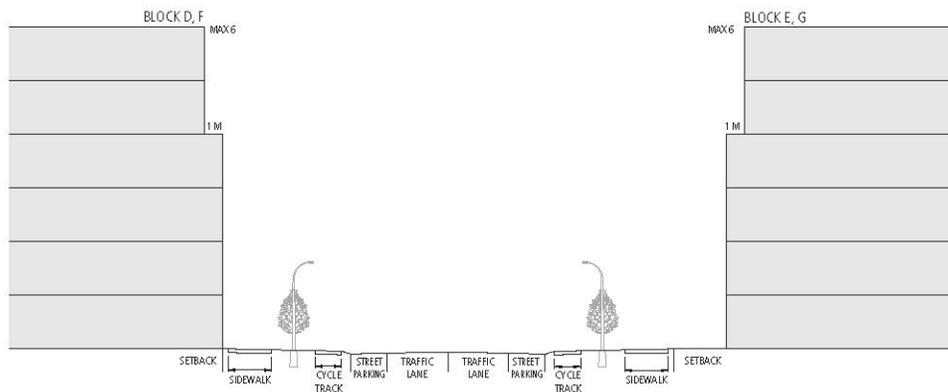
**POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
AMENDMENT  
RESIDUAL SUB-AREA 6, CANADA OLYMPIC PARK  
(WARD 1 AND WARD 6)  
SOUTH OF TRANS-CANADA HIGHWAY BETWEEN COP AND  
SARCEE TRAIL SW  
BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015**

**MAP 27W,33W**

**APPENDIX XVI**

**PROPOSED FIGURE: STREET CROSS-SECTION C: VILLAGE DISTRICT**

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



POLICY AMENDMENT, ROAD CLOSURE & LAND USE  
AMENDMENT  
RESIDUAL SUB-AREA 6, CANADA OLYMPIC PARK  
(WARD 1 AND WARD 6)  
SOUTH OF TRANS-CANADA HIGHWAY BETWEEN COP AND  
SARCEE TRAIL SW  
BYLAWS 25P2015, 9C2015, 120D2015, 121D2015, 122D2015  
123D2015, 124D2015 AND 125D2015

MAP 27W,33W

APPENDIX XVII

PROPOSED FIGURE: STREET CROSS-SECTION D: COMMERCIAL DISTRICT

