

**BYLAW NUMBER 25P2015**

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE CANADA OLYMPIC PARK AND  
ADJACENT LAND AREA STRUCTURE PLAN  
BYLAW 1P2005**

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**WHEREAS** it is desirable to amend the Canada Olympic Park and Adjacent Land Area Structure Plan Bylaw 1P2005, as amended;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the Municipal Government Act, R.S.A. 2000, c.M-26, as amended:

**NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:**

1. This Bylaw may be cited as the "Canada Olympic Park and Adjacent Land Area Structure Plan Amendment Number 1 Bylaw."
2. The Canada Olympic Park and Adjacent Land Area Structure Plan attached to and forming part of Bylaw 1P2005, as amended, is hereby further amended as follows:
  - (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 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 Part 1, Special Agreement, in the first sentence, delete the words “the CODA” and replace with the words “privately owned”.
- (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”.
- (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.”

- (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”, attached hereto as Schedule A.
- (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.
  - (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.
- (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.
- (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 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.



- (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

- (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.
- (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 ;
- (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

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."
- (oo) Delete the existing Map 3 entitled "Conservation Study Area" and replace with the revised Map 3 entitled "Conservation Study Area", attached hereto as Schedule B.
- (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".

- (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.

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), attached hereto as Schedule C.

(bbb) Insert a new Sections 8.4.2(2) and (3) 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 m <sup>2</sup>   | 17,700 m <sup>2</sup> |
|  |            | Office      | 2,300 m <sup>2</sup>    | 5,100 m <sup>2</sup>  |
|  |            | Residential | -                       | -                     |
|  |            | Hotel       | -                       | 250 rooms             |
| B  | 3.25 ha    | Retail      | 9,300 m <sup>2</sup>    | 10,200 m <sup>2</sup> |
|  |            | Office      | 2,300 m <sup>2</sup>    | 5,100 m <sup>2</sup>  |
|  |            | Residential | -                       | -                     |
|  |            | Theatre     | -                       | 1,500 seats           |
| C  | 0.80 ha    | Retail      | -                       | -                     |
|  |            | Office      | -                       | -                     |
|  |            | Residential | 48 units                | 130 units             |
| Total  | 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           |

| 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 Requirement | Maximum Use Allowed   |
| H   | 4.40 ha    | Retail      | 13,200 m <sup>2</sup>   |                       |
|   |            | Office      | 4,650 m <sup>2</sup>    |                       |
|   |            | Residential | 264 units               |                       |
| I   | 5.00 ha    | Retail      | 13,000 m <sup>2</sup>   |                       |
|   |            | Office      | -                       |                       |
|   |            | Residential | -                       |                       |
| J   | 2.58 ha    | Residential | 80 units                |                       |
| L   | 0.76 ha    | Retail      | 2,000 m <sup>2</sup>    |                       |
|   |            | Office      | -                       |                       |
|   |            | Residential | -                       |                       |
| Total   | 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             |

(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 (2) 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.”

(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”.
- (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,”.
- (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”.
- (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:  
  
"(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.”

(cccc) 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.”

(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”.
- (iii) In Section 11.2.1 Purpose, after the first paragraph, insert a new paragraph as follows:  
“Ultimate development of the Plan area requires extensions to existing watermains, as well as upgrades to existing watermains and the pump station.”
- (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

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.).
- (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), attached hereto as Schedule D.

(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;
  - (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), attached hereto as Schedule E.

(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
  - (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 and subject to Calgary Planning Commission decision.
- (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), attached hereto as Schedule F.

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

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

(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), attached hereto as Schedule G.

(zzzz) Insert new Sections 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 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”, attached hereto as Schedule H.

- b. new figure entitled "Street cross-section A", attached hereto as Schedule I.
- c. new figure entitled "Street cross-section B", attached hereto as Schedule J.
- d. new figure entitled "Street cross-section C", attached hereto as Schedule K.
- e. new figure entitled "Street cross-section D", attached hereto as Schedule L.

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

"C.4 DEVELOPMENT PERMIT APPLICATION

C.4.1 Purpose

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.

(c) Development Permits that impact Gateway conditions and view corridors shall be referred to the Calgary Planning Commission for decision."

READ A FIRST TIME THIS 22<sup>ND</sup> DAY OF JULY, 2015.

READ A SECOND TIME THIS \_\_\_ DAY OF \_\_\_\_\_, 2015.

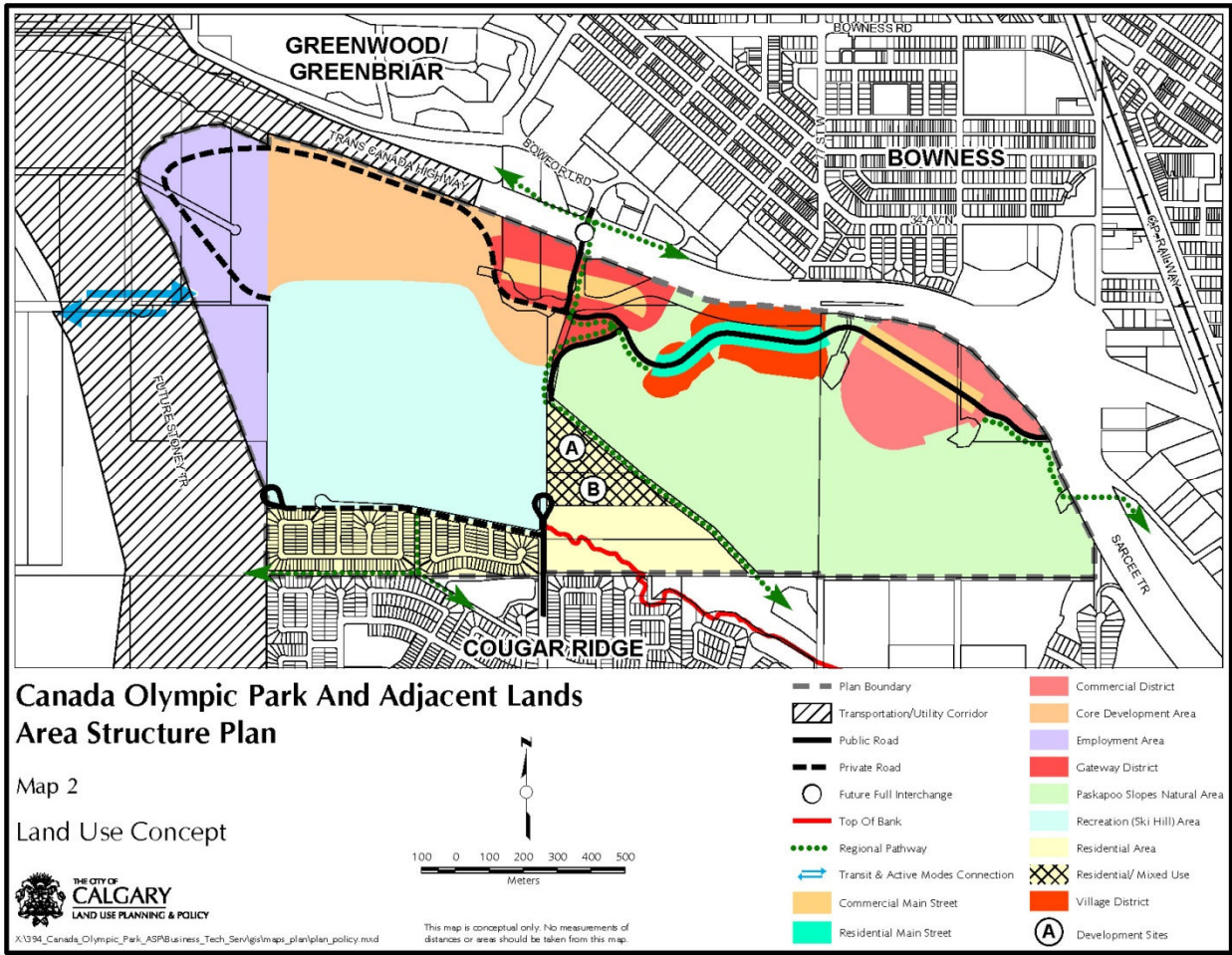
READ A THIRD TIME THIS \_\_\_ DAY OF \_\_\_\_\_, 2015.

\_\_\_\_\_  
MAYOR  
SIGNED THIS \_\_\_ DAY OF \_\_\_\_\_, 2015.

\_\_\_\_\_  
CITY CLERK  
SIGNED THIS \_\_\_ DAY OF \_\_\_\_\_, 2015.

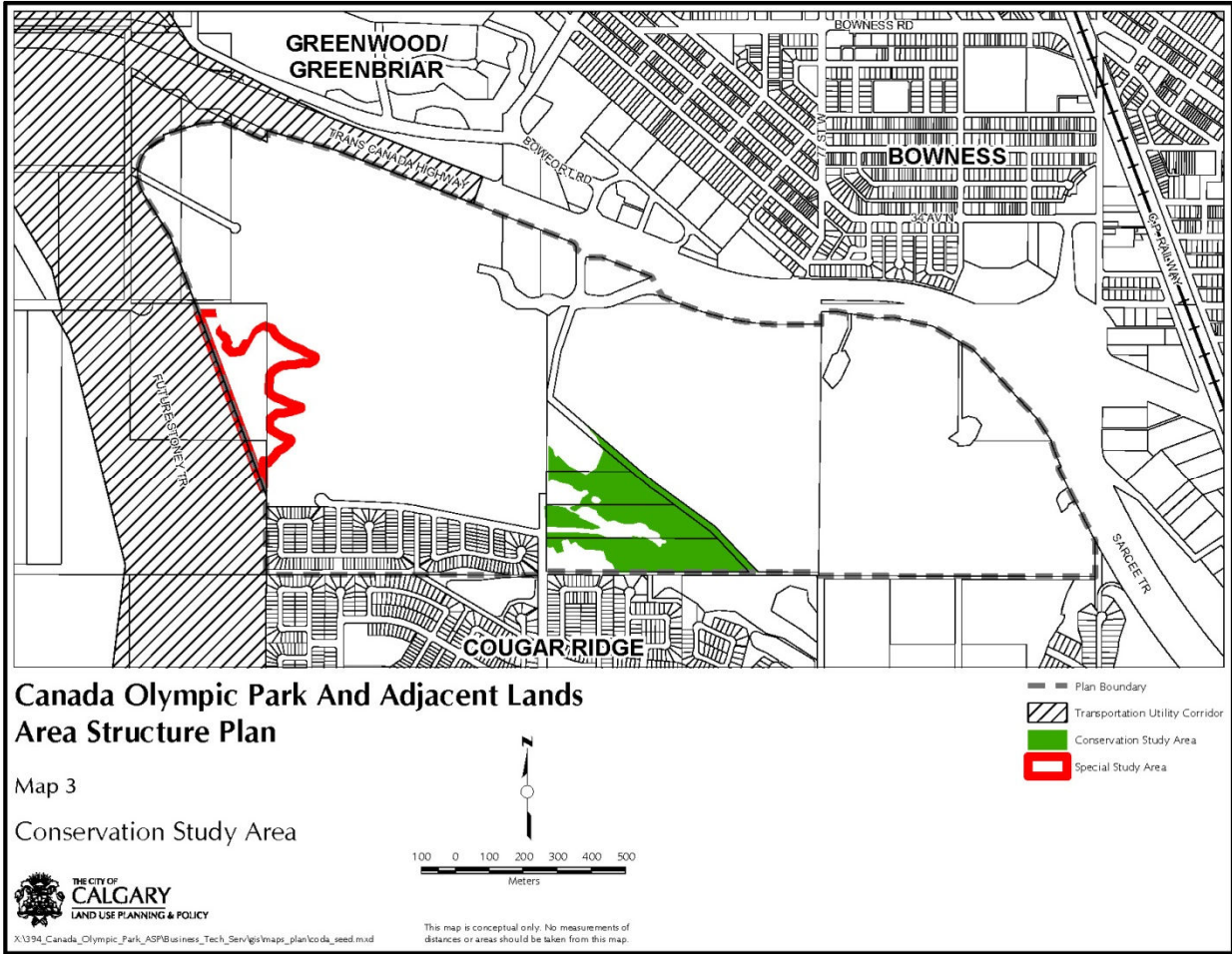
PROPOSED

Schedule A



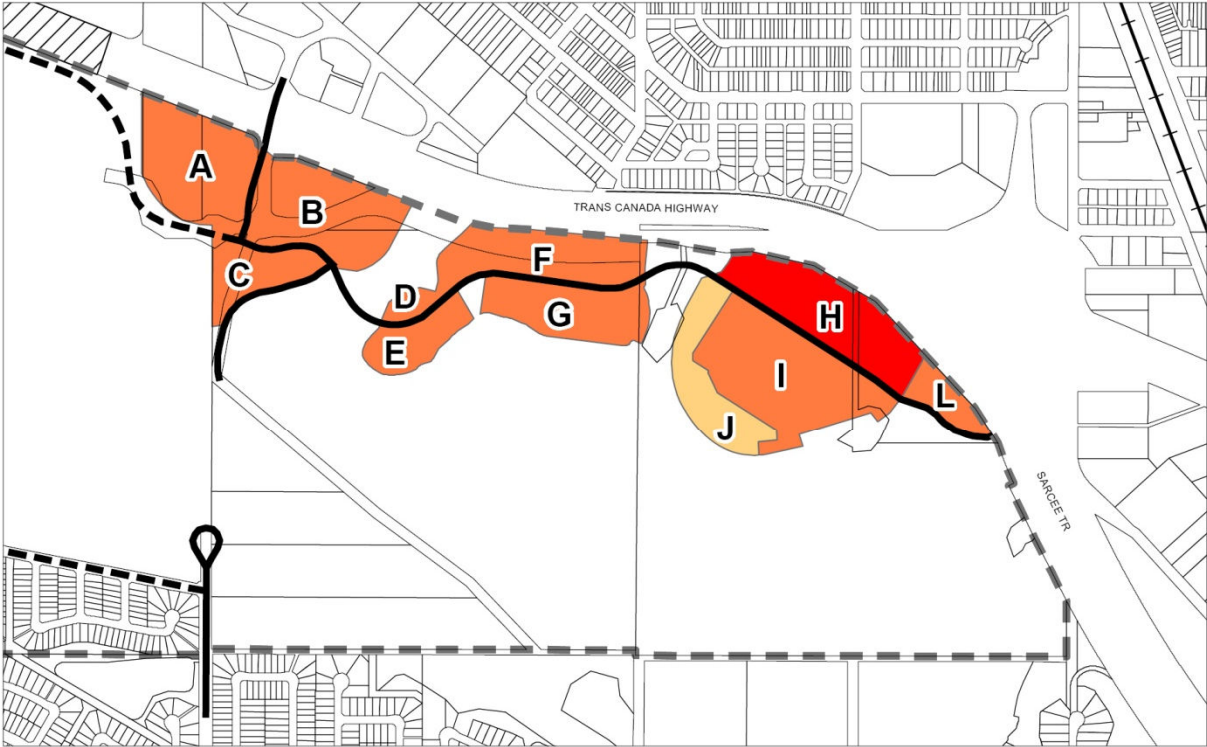
PROPOSED

Schedule B



PROPOSED

Schedule C



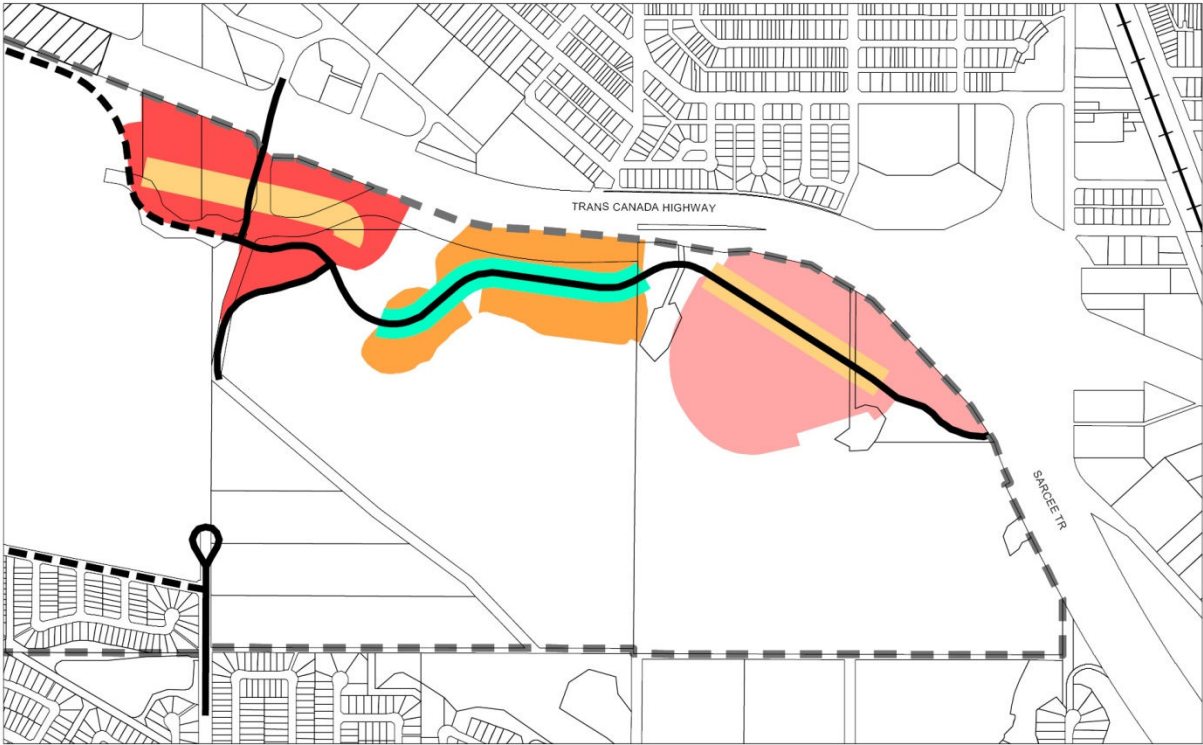
Map 4  
Development Blocks

- Plan Boundary
- Transportation Utility Corridor

PROPOSED



Schedule D



Map 5  
Main Streets

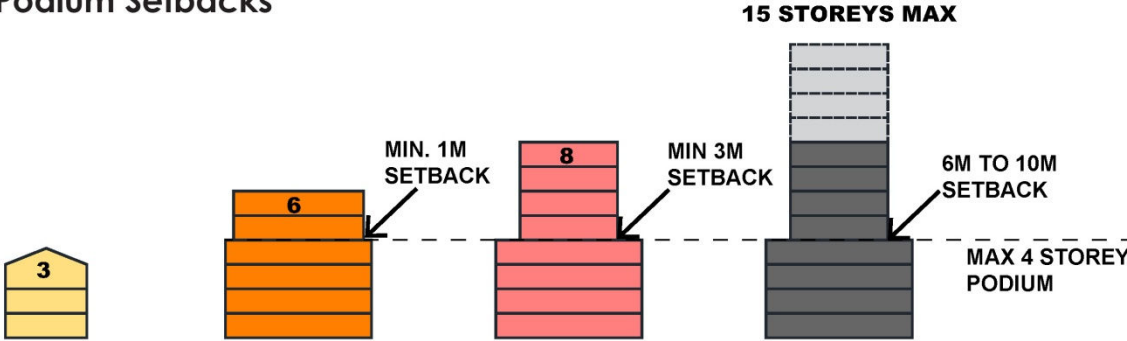
- Plan Boundary
- ▨ Transportation Utility Corridor
- Commercial District
- Gateway District
- Village District
- Commercial Main Street
- Residential Main Street

PROPOSED



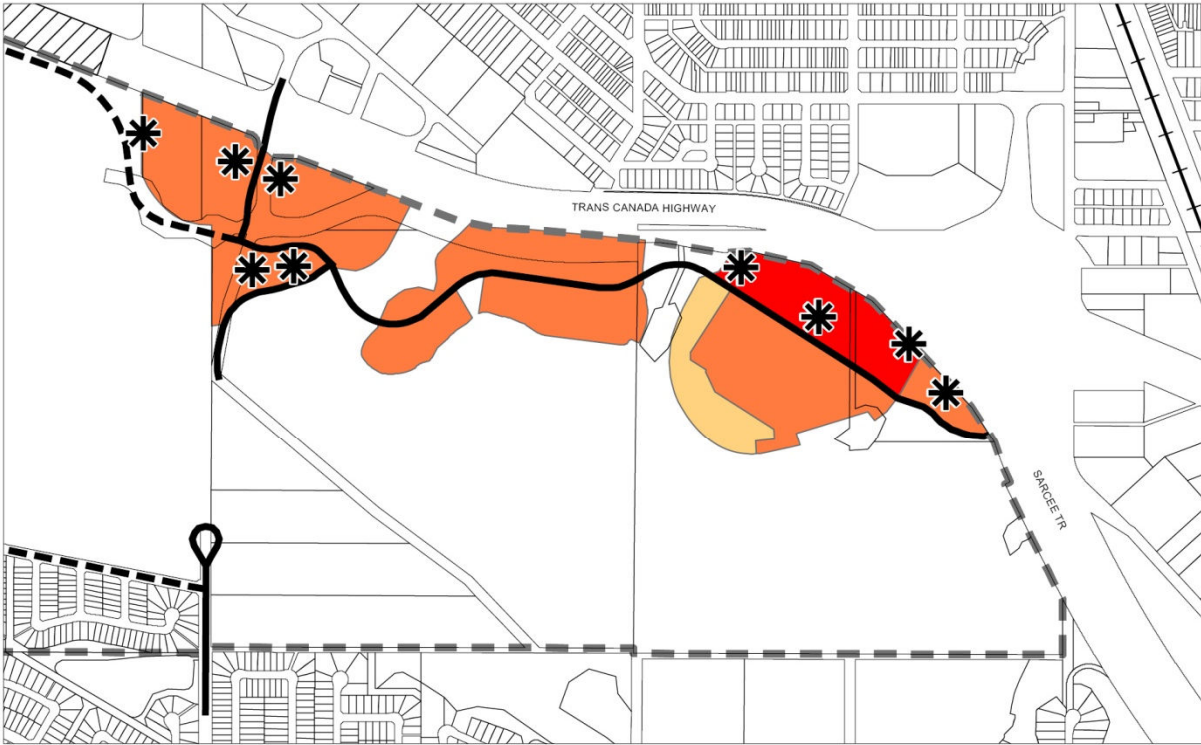
Schedule E

Podium Setbacks



PROPOSED

Schedule F

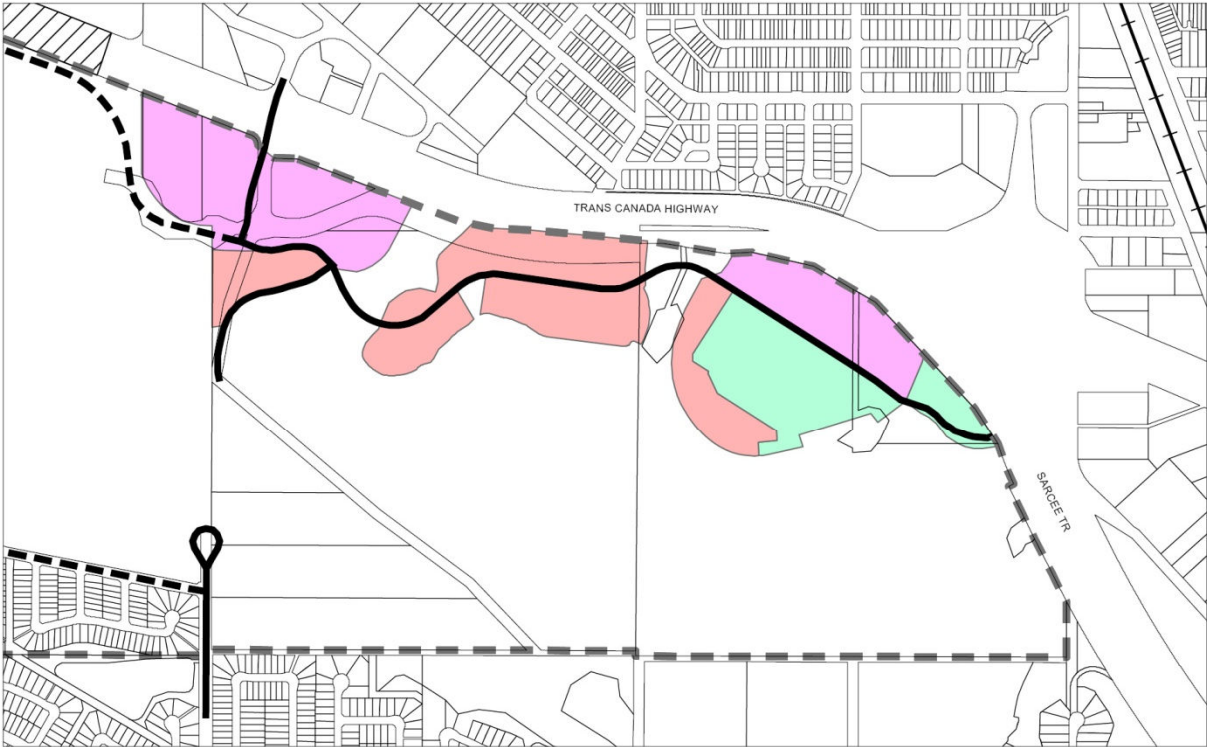


Map 6  
Building Height

- 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

PROPOSED

**Schedule G**



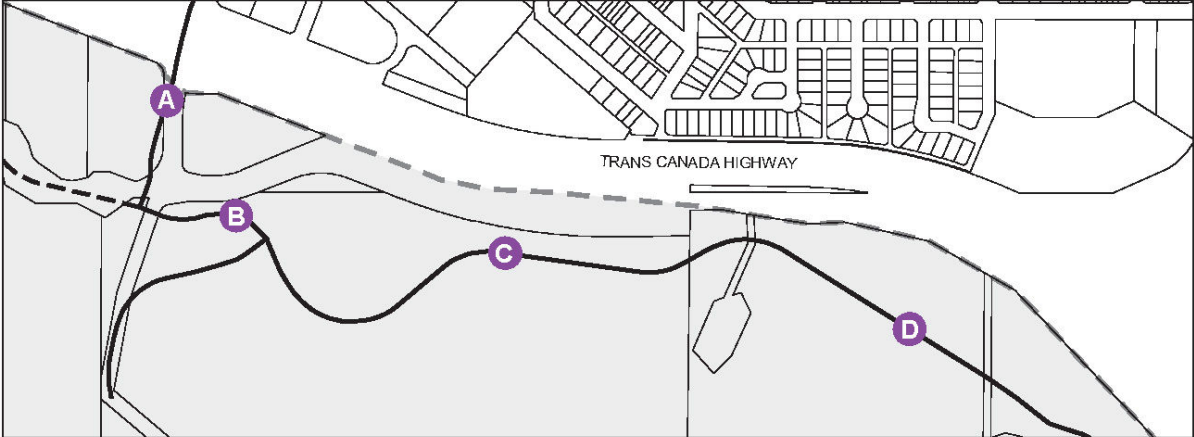
Map 7  
Parking Allocation

- Plan Boundary
- ▨ Transportation Utility Corridor
- Red 50% Structured or Underground Parking
- Pink 60% Structured or Underground Parking
- Green No Structured or Underground Parking Required

PROPOSED

Schedule H

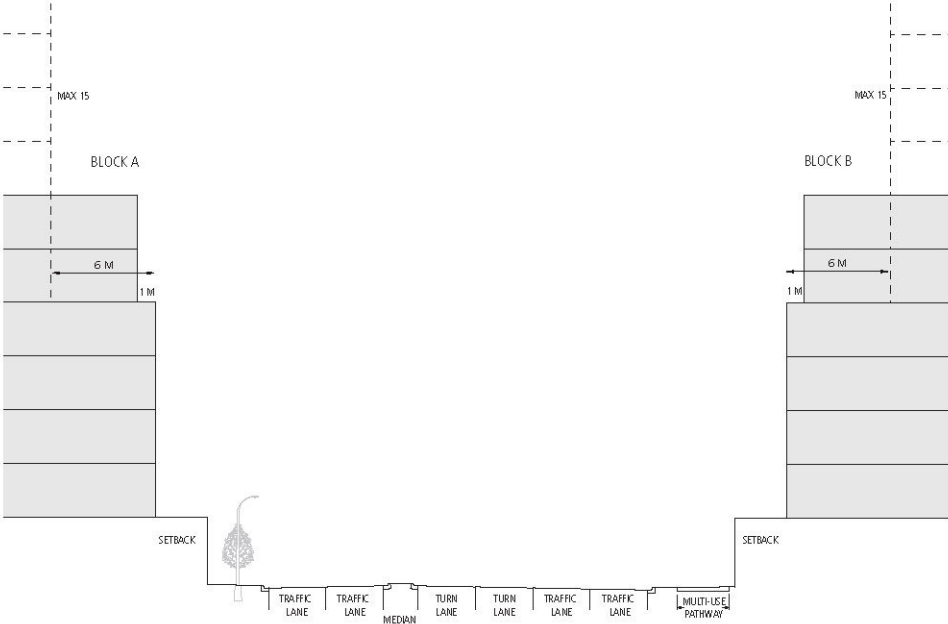
Street cross-sections key



PROPOSED

Schedule I

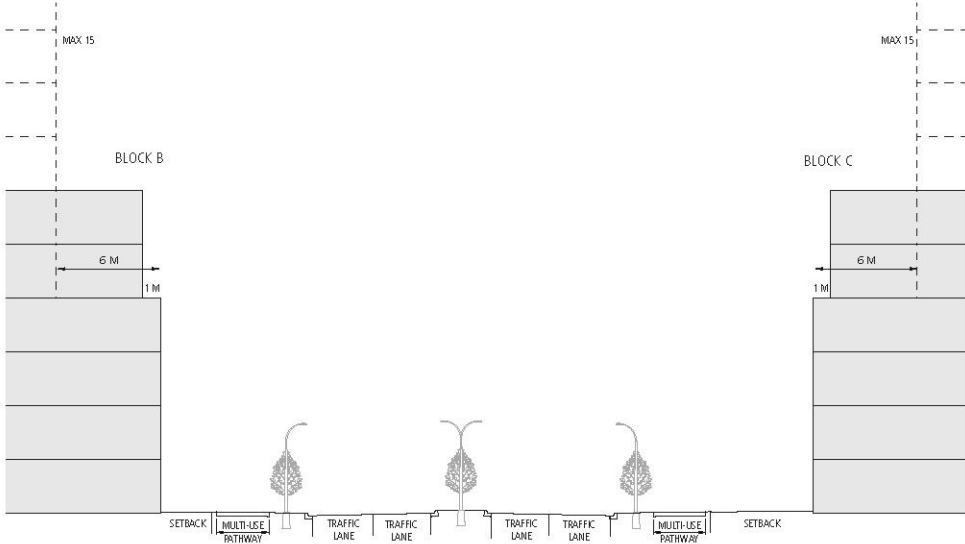
**Street cross-section A: Canada Olympic Drive SW**



PROPOSED

**Schedule J**

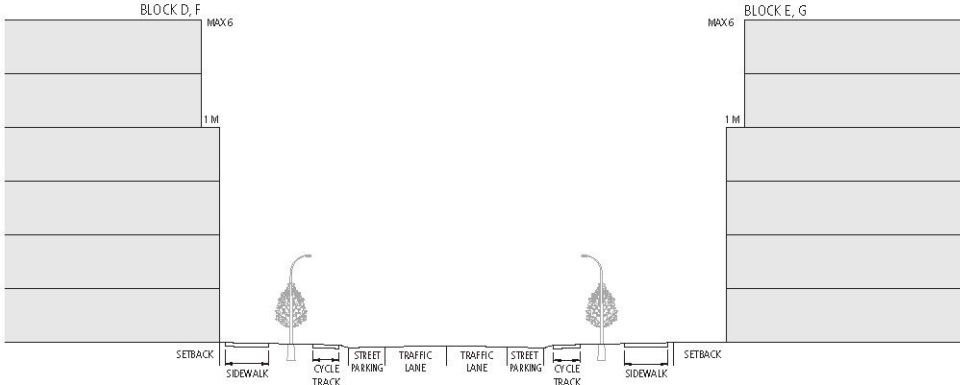
**Street cross-section B: Canada Olympic Drive SW**



PROPOSED

**Schedule K**

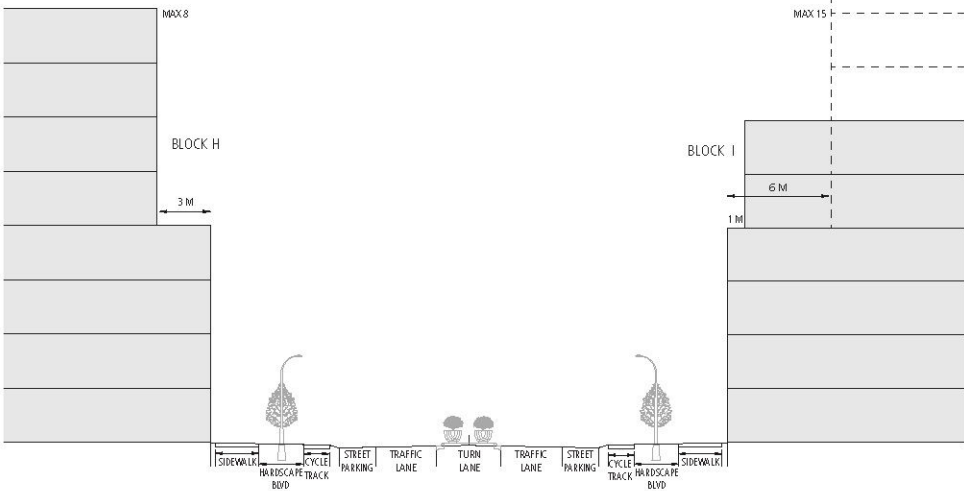
**Street cross-section C: Village District**



PROPOSED

Schedule L

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



PROPOSED