

CANADA OLYMPIC PARK AND ADJACENT LANDS



PUBLISHING INFORMATION

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NOTE : This office consolidation includes the following amending Bylaws.

Amendment	Bylaw	Date	Description
1	25P2015	2015 July 27	<ul style="list-style-type: none"> (a) Part 1, Executive Summary, first paragraph, first sentence, delete and replace the word "northwest" with "southwest". (b) Part 1, Executive Summary, in the first paragraph, delete the last sentence. (c) Part 1, Executive Summary, after the second paragraph, insert a new paragraph. (d) Part 1, Executive Summary, delete and replace the second bullet point in its entirety. (e) Part 1, Executive Summary, in the third bullet point, delete the word "the". (f) Part 1, Executive Summary, in the third bullet point, delete and replace the word "Community" with "Communities". (g) Part 1, Executive Summary, after the last bullet point, insert a new bullet point. (h) Part 1, Executive Summary, delete and replace the last two paragraphs. (i) Part 1, Development Phasing, first paragraph, first sentence, after the word "escarpment", delete and replace the word "is" with "will be". (j) Part 1, Development Phasing, first paragraph, first sentence, after the words "from the Trans Canada Highway to the north" insert the words "and from Sarcee Trail to the east". (k) Part 1, Development Phasing, in the first paragraph, delete and replace the second sentence. (l) Part 1, Development Phasing, at the end of the first paragraph, insert new sentence. (m) Part 1, Development Phasing, second paragraph, after the words "Prior to construction of an interchange" insert the words "at Canada Olympic Drive and the Trans Canada Highway". (n) Part 1, Development Phasing, in the last paragraph, delete and replace the bullet points (o) Part 1, delete the Residential Density section in its entirety. (p) Part 1, Special Agreement, in the first sentence, delete and replace the words "the CODA" with "privately owned". (q) Part 1, Special Agreement, first sentence, after the word "between", delete and replace the word "CODA" with "land owners". (r) Section 1.1 Purpose of the Plan, second paragraph, second sentence, delete and replace the words "The Calgary Plan" with the "Municipal Development Plan". (s) Section 2.1 Plan Application, in the second sentence, delete and replace the word "northwest" with "southwest". (t) Section 2.2 Ownership Pattern, delete and replace in its entirety. (u) Delete Section 2.3 Urban Identity in its entirety. (v) Section 3.1 Guiding Principles, delete and replace the second bullet point.

Amendment	Bylaw	Date	Description
cont'd 1	25P2015	2015 July 27	<ul style="list-style-type: none"> (w) Section 3.1 Guiding Principles, in the third bullet, delete the word "the". (x) Section 3.1 Guiding Principles, in the third bullet, delete and replace the word "Community" with "Communities". (y) Section 3.1 Guiding Principles, after the last bullet point, insert a new bullet point. (z) Section 3.2 Vision of the Future, delete and replace in its entirety. (aa) Delete Section 3.3 Goals of the Area in its entirety. (bb) 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 and replace the existing Map 2 entitled "Land Use Concept". (dd) Section 5.1.1 Purpose, in the first sentence, before the word "CODA", insert the words "Calgary Olympic Development Association". (ee) Section 5.1.1, in the first sentence, insert parentheses around the word "CODA". (ff) Subsection 5.1.2(1) delete and replace (a) and (b) in their entirety. (gg) Delete and replace Section 5.2 Village Centre Area, in its entirety. (hh) Delete Section 5.3 Commercial Core Area in its entirety. <ul style="list-style-type: none"> (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. (ll) Insert a new Section 5.7. (mm) Insert a new Section 5.8. (nn) Insert a new Section 5.9. (oo) Delete and replace Map 3 entitled "Conservation Study Area". (pp) Section 7.1.2 Policies, delete and replace Policy (4) "Evaluation of Multi-Use Trail System" in its entirety. (qq) Section 7.1.2 Policies, delete and replace Policy (5) "Fencing" in its entirety. <ul style="list-style-type: none"> (rr) Subsection 7.2.2(2)(i), delete and replace the words "reserve land" with "environmentally significant areas". (ss) Insert a new Subsection 7.3.2(3). (tt) Subsection 8.1.2(1), after the word "Residential" insert the words "Area and Residential/Mixed Use Area". (uu) Subsection 8.1.2(2)(a), delete and replace the words "Recreation (Nordic Slopes) Area" with "Paskapoo Slopes Natural Area". (vv) Subsection 8.2.2(1), delete and replace the words "Commercial Core Area" with "Core Development Area". (ww) Subsection 8.2.2(1)(a), delete and replace the words "Commercial Core Area" with "Core Development Area". (xx) Delete Subsection 8.2.2(1)(a)(iii) in its entirety, and renumber subsequent sections accordingly.

Amendment	Bylaw	Date	Description
cont'd 1	25P2015	2015 July 27	<p>(yy) Delete Subsections 8.3.2(1)(a) and (c) in their entirety, and renumber subsequent sections accordingly.</p> <p>(zz) Insert a new Section 8.4 .</p> <p>(aaa) Insert a new Map 4 entitled "Development Blocks" after Section 8.4.2(1).</p> <p>(bbb) Insert new Sections 8.4.2(2) and (3).</p> <p>(ccc) Section 9.1.1 Purpose, delete the second and third sentences.</p> <p>(ddd) Section 9.2.1 Purpose, after the first sentence, insert new text.</p> <p>(eee) Section 9.2.1 Purpose, delete the last paragraph.</p> <p>(fff) Delete and replace Subsection 9.2.2(1)(a) in its entirety.</p> <p>(ggg) Subsection 9.2.2(1)(a)(i), after the words "if determined appropriate" insert the words "at the discretion of the Approving Authority".</p> <p>(hhh) Subsection 9.2.2(1)(a)(i), after the words "transportation capacity" insert the words "along the network".</p> <p>(iii) Subsection 9.2.2(a)(i) delete the words "at this intersection".</p> <p>(jjj) 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,".</p> <p>(kkk) Subsection 9.2.2(1)(a)(ii)(A), after the words "in Appendix B" insert the words "for the Core Development Area,".</p> <p>(lll) Delete and replace Subsection 9.2.2(1)(a)(ii)(C), in its entirety.</p> <p>(nnn) Subsection 9.2.2(2)(i), after the words "access to the Trans Canada Highway", insert the words "or Sarcee Trail".</p> <p>(ooo) Subsection 9.2.2(2)(i), delete and replace the words "at the Trans Canada Highway / Bowfort Road intersection and" with "along the regional network,".</p> <p>(ppp) Subsection 9.2.2(2)(ii), after the words "Trans Canada Highway" insert the words "or Sarcee Trail".</p> <p>(qqq) Subsection 9.2.2(2)(ii), delete "." at the end of the paragraph and replace with ", and".</p> <p>(rrr) Insert a new Subsection 9.2.2(2)(iii).</p> <p>(sss) Delete Section 10.1.1 Purpose, in its entirety and replace.</p> <p>(ttt) Subsection 10.1.2(1)(a), delete "." and replace.</p> <p>(uuu) Subsection 10.1.2(2)(a), delete and replace "." with ", to the satisfaction of the Approving Authority."</p> <p>(vvv) Subsection 10.1.2(2)(d), delete and replace "." with "in accordance with the Complete Streets Policy."</p> <p>(www) Delete and replace Subsection 10.1.2(2)(e) in its entirety.</p> <p>(xxx) Insert a new Subsection 10.1.2(3).</p> <p>(yyy) Subsection 10.2.2(1)(i), at the end of the sentence, delete the word "and".</p> <p>(zzz) Subsection 10.2.2(1)(ii), delete and replace "." with ", and".</p>

Amendment	Bylaw	Date	Description
cont'd 1	25P2015	2015 July 27	<p>(aaaa) Insert a new Subsection 10.2.2(1)(iii).</p> <p>(bbbb) Insert new Subsections 10.2.2(2)(v) and (vi).</p> <p>(cccc) Insert a new Subsection 10.2.2(3).</p> <p>(dddd) Section 10.3.1 Purpose, in the second sentence, delete and replace the words "be improved" with "adjust over time".</p> <p>(eeee) Section 10.3.1 Purpose, in the second sentence, after the words "in response to housing" insert the word ", retail".</p> <p>(ffff) Delete and replace Section 10.3.2 Policies, in its entirety.</p> <p>(gggg) Section 11.2.1 Purpose, in the second sentence, delete and replace the word "three" with "two".</p> <p>(hhhh) Section 11.2.1 Purpose, in the second sentence, delete the words "the Glenmore Zone to the west" and the words "to the east".</p> <p>(iiii) Section 11.2.1 Purpose, after the first paragraph, insert a new paragraph.</p> <p>(jjjj) Delete and replace Section 11.3.1 Purpose, in its entirety.</p> <p>(kkkk) Section 11.4.1 Purpose, in the third sentence, after the words "stormwater detention ponds" insert the words "to meet runoff control targets."</p> <p>(llll) Section 13.4.1 Purpose, delete and replace "CODA" with "land owners".</p> <p>(mmmm) Subsection 13.4.2(1)(a), delete and replace "CODA" with "land owners".</p> <p>(nnnn) Section A.1 Application, in the first sentence, after the words "slope-adaptive design" insert the words ", visual impact and built form."</p> <p>(oooo) Insert a new Subsection A.2.2(1)(e).</p> <p>(pppp) Subsection A.2.2(2), following the words "Canada Olympic Park" insert the words "and Adjacent Lands".</p> <p>(qqqq) Section A.3.1 Purpose, in the second sentence, delete and replace the words "Recreation (Nordic Slopes) Area" with "Paskapoo Slopes Natural Area".</p> <p>(rrrr) Insert a new Section A.5 Built Form.</p> <p>(ssss) Insert a new Map 5 entitled "Main Streets" after Section A.5.2(1).</p> <p>(tttt) Insert a new Section A.5.2(2).</p> <p>(uuuu) Insert a new figure entitled "Podium Setbacks" after Section A.5.2(2).</p> <p>(vvvv) Insert a new Section A.5.2(3).</p> <p>(wwww) Insert a new Map 6 entitled "Building Height" after Section A.5.2(3).</p> <p>(xxxx) Insert a new Section A.5.3.</p> <p>(yyyy) Insert a new Map 7 entitled "Parking Allocation" after Section A.5.3(1).</p> <p>(zzzz) Insert new Sections A.5.3(2), A.5.3(3), and A.5.4.</p> <p>(aaaaa) Insert new figures after Section A.5.4.</p> <p>(bbbbb) Insert a new Section C.4.</p> <p>(ccccc) Delete and replace Section A.2.1 Purpose.</p> <p>(ddddd) Insert new Subsection 10.2.2(1)(iii) and (iv).</p> <p>(eeeeee) Insert new Subsection 10.2.2(4)</p>

Amendment	Bylaw	Date	Description
2	39P2017	2017 July 31	<p>(a) Part 1, Section 4.0, delete and replace Map 2.</p> <p>(b) Part 1, Section 5.0, delete and replace Section 5.1.</p> <p>(c) Part 1, Section 5.0, insert new map entitled "Precints".</p> <p>(d) Part 1, Section 5.0, delete and replace Section 5.2.</p> <p>(e) Part 1, Section 5.0, insert new Section 5.10.</p>
3	19P2019	2019 March 18	<p>(a) Delete and replace the text under section A.5.2(3)(d)(iii).</p> <p>(b) Delete and replace Map 6 entitled "Building Height".</p>
4	32P2021	2021 July 5	<p>(a) Throughout the document, delete the term "Commercial Main Street" and replace with "Main Street" wherever it appears.</p> <p>(b) In Section 3.0 Strategy, 3.1 Guiding Principles, delete the last bullet and replace with the following: "Develop a distinct, compact, mixed-use area with unique identity and character that contains opportunities for entertainment, employment, and retail amenities for local residents and visitors."</p> <p>(c) In Section 3.0 Strategy, 3.2 Vision of the Future, delete the third paragraph and replace with the following: "A new mixed-use centre has been developed on the lower portion of the slopes, east of COP. It may feature hotels, restaurants, a public flag plaza and commercial and public amenities that complement events and operations at Canada Olympic Park. For residents of west Calgary, the mixed-use centre provides important new amenities such as residential development and retail amenities. These uses are integrated with the unique landscape through careful site and building design, preserving ravines, watercourses and other important natural features and functions."</p> <p>(d) Delete the existing Map 2 entitled 'Land Use Concept' and replace with the revised Map 2 entitled 'Land Use Concept' attached as Schedule A.</p> <p>(e) In Section 5.0 Land Use Areas, 5.6 Gateway District, delete 5.6.1 Purpose and replace with the following: 5.6.1 Purpose The Gateway District is intended to provide a pleasant visitor experience that either celebrates an indigenous theme or themes of sports, competition, and winter. It is characterized by a Main Street featuring a variety of outdoor gathering spaces, cafes, bars and restaurants, retail as well as office space and residential uses. While the west portion of the Main Street will be primarily residential and the east portion primarily commercial, the Main Street connecting Canada Olympic Park through the Gateway will be characterized by: <ul style="list-style-type: none"> • distinctive architectural character of both the east and west portions of the block; and • a safe and visually attractive pedestrian and bike environment with enhanced landscaping, urban furniture, lighting, branding/wayfinding features and social gathering places which recognize the chosen theme. </p>

Amendment	Bylaw	Date	Description
cont'd 4	32P2021	2021 July 5	<p>(f) In Section 5.0 Land Use Areas, 5.6 Gateway District, 5.6.2 Policies, (1) Composition of the Gateway District, delete policies (a) and (b) and replace with the following:</p> <p>(a) Subject to the policies of this Plan, the Gateway District should predominantly contain mixed-use development with residential, office and other commercial or institutional uses, preferably located above at-grade retail uses. Other uses for the ground floor (e.g. residential, institutional) will be considered and evaluated based on appropriate activation and building design.</p> <p>(b) Single-use residential, office and other commercial or institutional buildings may be considered acceptable in the Gateway District where an appropriate interface is proposed between the building and the public realm.</p> <p>(g) In Section 5.0 Land Use Areas, 5.6 Gateway District, 5.6.2 Policies, (2) Design of the Gateway District, delete policy (a) and replace with the following:</p> <p>(a) The Main Street in the eastern portion of the Gateway District shall be predominately lined with commercial uses at grade. The Main Street in the western portion of the Gateway District must accommodate residential uses and should consider opportunities for commercial uses at grade where there is an opportunity to create a strong focal point and/or sense of place to enhance the pedestrian experience.</p> <p>(h) In Section 5.0 Land Use Areas, 5.6 Gateway District, 5.6.2 Policies, (2) Design of the Gateway District, delete policies (c) through (f) and replace with the following:</p> <p>(c) At grade retail units on the Main Street and other focal points (e.g. squares) should have entryways onto the street.</p> <p>(d) Office uses with a use area over 465 m2 in both the east and west portions of the Gateway District and residential uses in the east portion of the Gateway District must not locate at grade along the Main Street, except for health care service related uses.</p> <p>(e) Structured and underground parking in the Gateway District should be the predominant form of parking.</p> <p>(f) Surface parking lots shall not be located between buildings and the Main Street. Limited surface parking may be provided for temporary drop-off areas associated with residential, hotel or similar uses provided they do not impact pedestrian safety and interfere with pedestrian routes and pathways.</p> <p>(i) In Section 5.0 Land Use Areas, 5.6 Gateway District, 5.6.2 Policies, (2) Design of the Gateway District, delete policy (i) and replace with the following:</p> <p>(i) Buildings in the Gateway District may be up to 6 storeys.</p>

Amendment	Bylaw	Date	Description
cont'd 4	32P2021	2021 July 5	<p>(j) In Section 5.0 Land Use Areas, 5.8 Commercial District, delete 5.8.1 Purpose and replace with the following:</p> <p>5.8.1 Purpose</p> <p>The purpose of the Commercial District is to accommodate a wide range of commercial uses such as retail, office, and hotel as well as residential development. The Commercial District will serve as a draw for residents from surrounding communities, and will also provide everyday services and amenities for local residents. Retail units located along the Main Street will be characterized by street-oriented building design with frequent entries to provide an animated streetscape, while larger uses (e.g. supermarket) are located off the Main Street. Direct access to this area is provided via the access at Sarcee Trail.</p> <p>(k) In Section 5.0 Land Use Areas, 5.8 Commercial District, 5.8.2 Policies, (1) Composition of the Commercial District, delete policies (a) and (b) and replace with the following:</p> <p>(a) Subject to the policies of this Plan, the Commercial District should predominantly contain mixed-use development with residential, office and other commercial or institutional uses preferably located above at-grade retail uses. Other uses for the ground floor (e.g. residential, institutional) will be considered and evaluated based on appropriate activation and building design.</p> <p>(b) Single-use residential, live/work, office and other commercial or institutional buildings may be considered acceptable in the Commercial District where an appropriate interface is proposed between the building and the public realm.</p> <p>(l) In Section 5.0 Land Use Areas, 5.8 Commercial District, 5.8.2 Policies, (1) Composition of the Commercial District, delete policy (d) and replace with the following:</p> <p>(d) Large scale retail and gas bars may be located in the Commercial District, but are discouraged from locating along the Main Street.</p> <p>(m) In Section 5.0 Land Use Areas, 5.8 Commercial District, 5.8.2 Policies, (2) Design of the Commercial District, delete policies (b) through (d) and replace with the following:</p> <p>(b) Small to medium scale commercial units should be located at grade along the Main Street. Larger retail units may be considered along the Main Street provided they are located above or below grade, or located at grade and lined by smaller units fronting the street. Main Street viability and success will be predominantly shaped by commercial or mixed-use buildings with ground floor retail.</p> <p>(c) Office uses with a use area over 465 m2 must not locate at grade along the Main Street, except for health care service related uses.</p>

Amendment	Bylaw	Date	Description
cont'd 4	32P2021	2021 July 5	<p>(d) A privately owned but publicly accessible amenity space should be provided in the Commercial District. The amenity space should provide appropriate street furniture including, but not limited to, seating, lighting and public art at key locations.</p> <p>(n) In Section 5.0 Land Use Areas, 5.8 Commercial District, 5.8.2 Policies, (2) Design of the Commercial District, delete policy (h) and replace with the following: (h) Structured and underground parking in the Commercial District shall be the predominant form of parking.</p> <p>(o) In Section 8.0 Density Policies, 8.4 Use Intensity in the Gateway, Village and Commercial Districts, delete 8.4.1 Purpose and replace with the following: 8.4.1 Purpose The purpose of this section is to outline how densities will be monitored with any new development proposed within the Gateway, Village and Commercial Districts. Maximum densities must align with the recommendations identified in available studies, specifically in regards to available transportation capacity and sanitary capacity. Policies are also provided to establish how density may be distributed on a block.</p> <p>(p) In Section 8.0 Density Policies, 8.4 Use Intensity in the Gateway, Village and Commercial Districts, delete 8.4.2 Policies and all associated tables and replace with the following: 8.4.2 Policy (1) Sanitary and road capacity are set by a Traffic Impact Assessment (TIA) and Sanitary Sewer Study. Supplementary study memos will be required to be provided with applicable development permit and/or land use redesignation applications so that intensity can be monitored by the Development Authority in relation with the conclusions of the initial studies and to justify any deviations from the initial studies. The Development Authority and both studies presume that all blocks, as identified on Map 4 Development Blocks, will be allocated a reasonable level of density. The Development Authority will also monitor the magnitude and mix of land use for appropriateness.</p> <p>(q) In Section 9.0 Development Staging Policies, 9.2 Off-Site Transportation Capacity, 9.2.2 Policies, delete policy (1) (a)(ii)(D) and replace with the following: (D) The intent of the policies is to ensure that the phasing of the proposed development within the Gateway, Village, and Commercial Districts meets the intent and vision of the mixed-use development assumptions and guiding principles proposed for the plan area. Proposed development in the Gateway, Village, and Commercial Districts is subject to ongoing analysis of implications to the local and regional transportation network. As a result of these analyses, development may be</p>

Amendment	Bylaw	Date	Description
cont'd 4	32P2021	2021 July 5	<p>limited/restricted to ensure an appropriate mix of uses is achieved across the subject site, and that local and regional transportation networks are not compromised.</p> <p>(r) In Section A.3 Slope Adaptive Design, A.3.2 Guidelines, (1) Site Grading, delete guideline (iii) and replace with the following: (iii) minimize the use of retaining walls with any such walls not to exceed 1.8 metres (6.0 feet) in height, or 15.0 metres (50 feet) in length. Variances may be warranted if retaining walls are fully integrated within buildings or if the site incorporates landscape and architectural enhancements applied to retaining walls.</p> <p>(s) In Section A.3 Slope Adaptive Design, A.3.2 Guidelines, delete (3) Built Form and replace with the following: (3) Built Form Development on a site should: (i) on significantly sloped sites, consider designing buildings that step down the slope, using creative grade changes through multi-level terracing, especially when structurally justified, (ii) be terraced where logical to follow the natural topography with the grading at the base of an uphill building to be limited to one storey of cut per building step (in section). Half or two-storey terracing may be warranted where retaining walls are fully integrated within buildings or if the site incorporates landscape and architectural enhancements applied to retaining walls, and (iii) be designed so that the natural slope of the land and selected architectural style informs the selection of applicable rooflines/roof designs.</p> <p>(t) In Section A.3 Slope Adaptive Design, A.3.2 Guidelines, (5) Trail System, delete guideline (c) and replace with the following: (c) For multi-use trails within environmental reserve parcels, a Biophysical Impact Assessment report and other studies that address the design and impact of the multi-use trail system on the natural environment should be submitted at the Development Permit stage as part of the evaluation process.</p> <p>(u) In Section A.3 Slope Adaptive Design, A.3.3 Analysis, (1) Slope Adaptive Development Analysis, delete guideline (a) and replace with the following: (a) A Slope Adaptive Development Analysis should be submitted in conjunction with an Outline Plan application, or, if determined appropriate, a Development Permit application.</p> <p>(v) In Section A.4 Visual Compatibility, A.4.2 Guidelines, (3) Orientation, delete guideline (a) and replace with the following: (a) For developments immediately adjacent to the Trans-Canada Highway, site design should incorporate variations in building setbacks,</p>

Amendment	Bylaw	Date	Description
cont'd 4	32P2021	2021 July 5	<p>orientation, and grades to mitigate the visual impact of development and avoid a "wall" or "string" of development along the slope. These developments should incorporate variations in:</p> <ul style="list-style-type: none"> (i) building length, (ii) building setbacks and step-backs, (iii) massing and grade changes to prevent creation of "wall" or "string development", (iv) elevation treatment through creative interplay of primary and secondary architectural elements, balconies, rooflines, and (v) colour and texture of materials. <p>(w) In Section A.5 Built Form, A.5.2 Built Form, delete the heading "(1) General Design Policies" and replace with "(1) General Design Guidelines".</p> <p>(x) Delete the existing Map 5 entitled 'Main Streets' and replace with the revised Map 5 entitled 'Main Streets' attached as Schedule B.</p> <p>(y) In Section A.5 Built Form, A.5.2 Built Form, (2) Building Design, delete guideline (b)(i) and replace with the following:</p> <ul style="list-style-type: none"> (i) shall provide direct access to the public sidewalk from individual ground floor units that face the Main Streets. Other design options will be considered based on the proposed design and any specific needs or requirements identified. <p>(z) In Section A.5 Built Form, A.5.2 Built Form, (2) Building Design, delete guideline (b)(iii) and replace with the following:</p> <ul style="list-style-type: none"> (iii) should provide architectural treatments and building design that reflect narrow storefronts (as a guideline, a width of 10 metres is considered a useful benchmark) and frequent entries in commercial areas to help create strong visual interest, regardless of the size of use, and enable an easier transition to future smaller units if that opportunity occurs in the future. <p>(aa) In Section A.5 Built Form, A.5.2 Built Form, (2) Building Design, delete guideline (d) and replace with the following:</p> <ul style="list-style-type: none"> (d) Maximum heights of buildings in the Gateway, Village and Commercial Districts are identified in Map 6 Building Height. <p>(bb) In Section A.5 Built Form, A.5.2 Built Form, (3) Prominent Building Design and Review, delete guideline (a) and replace with the following:</p> <ul style="list-style-type: none"> (a) The number and general location of Prominent Buildings are identified in Map 6 Building Height. The exact location of each prominent building may vary at the discretion of the Development Authority. <p>(cc) In Section A.5 Built Form, A.5.2 Built Form, (3) Prominent Building Design and Review, delete guidelines (d)(ii) and (d)(iii) and replace with the following:</p> <ul style="list-style-type: none"> (ii) upper storey design should include special architectural attention through massing, step-

Amendment	Bylaw	Date	Description
cont'd 4	32P2021	2021 July 5	<p>backs, roof amenity space, screening and proper housing of roof top mechanical and communication equipment.</p> <p>(iii) as per the above figure, prominent buildings should have a minimum 6.0 metre setback from the edge of the podium above the sixth storey.</p> <p>(dd) In Section A.5 Built Form, A.5.3 Parking and Service Areas in the Gateway, Village and Commercial Districts, (1) Parking Orientation, delete guidelines (a) through (c) and replace with the following:</p> <p>(a) Structured and underground parking in the Gateway and Commercial Districts is preferred and should be provided as per Map 7 Parking Allocation. On-street parallel or angled parking is encouraged. Surface parking is discouraged.</p> <p>(b) Parking access and driveways should be minimized along the Main Street, as they detract from the look and feel of the street, reduce the space available for viable planting opportunities, interrupt the pedestrian environment and conflict with bus stops. Access should be from rear lanes or side streets.</p> <p>(c) Motor vehicle parking lots shall not be permitted adjacent to the Main Street. Limited surface parking may be provided for temporary drop-off areas associated with residential, hotel or similar uses provided they do not impact pedestrian safety or interfere with pedestrian routes and pathways. Parking locations will be further evaluated at the development permit stage to the satisfaction of the Development Authority.</p> <p>(ee) Delete the existing Map 7 entitled 'Parking Allocation' and replace with the revised Map 7 entitled 'Parking Allocation' attached as Schedule C.</p> <p>(ff) In Section A.5 Built Form, A.5.4 Street Cross-Sections, delete guideline (a) and replace with the following:</p> <p>(a) The street cross-sections shown in the figures below depict the general configuration of streets in the Gateway, Village and Commercial Districts.</p> <p>(gg) In Section A.5 Built Form, A.5.4 Street Cross-Sections, delete Street cross-section A, B, C and D figures and replace with new ones.</p>

Amended portions of the text are printed in *italics* and the specific amending Bylaw is noted.

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and amendments thereto are available from City Clerk and should be consulted when interpreting and applying this Bylaw.

Part 1

CANADA OLYMPIC PARK AND ADJACENT LANDS AREA STRUCTURE PLAN

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CANADA OLYMPIC PARK AND ADJACENT LANDS AREA STRUCTURE PLAN

EXECUTIVE SUMMARY

This Area Structure Plan (ASP) applies to Canada Olympic Park and the lands immediately adjacent to it, which are located within the southwest sector of the city. The plan area comprises approximately 243 hectares (600 acres) of land and is bounded by the Trans Canada Highway to the north, Sarcee Trail to the east, the Transportation and Utility Corridor containing the Stoney Trail extension to the west, and the community of Cougar Ridge to the south. **BYLAW 25P2015**

The ASP planning process commenced in early 2002 and included: the preparation of transportation, engineering, environmental, and land use studies; meetings with the landowners; and input from the representatives of adjacent communities, environmental groups, the Province and other interested parties. Public input took the form of several open houses, workshops, and information sessions as well as a formal Public Hearing held in accordance with the provisions of the Municipal Government Act prior to the adoption of the ASP by bylaw.

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 an extensive review process, including public engagement with citizens of Calgary as well as Elders representing the Blackfoot Confederacy. **BYLAW 25P2015**

The result of the process is a planning document that will provide a “blueprint” for future development of Canada Olympic Park and adjacent lands. The foundation of the ASP is embodied in the following guiding principles:

- **Creation of a World Leading Recreation, Competition, and Tourism Facility**
- **Enhance Opportunities for Recreational and Interpretive Activities on the Upper Slopes while having a strong focus on Conserving Environmentally Significant Lands** **BYLAW 25P2015**
- **Compatible Integration with Adjoining Communities.** **BYLAW 25P2015**
- **Develop a Distinct, Compact, Mixed-Use area that contains Entertainment, Employment, and Retail Amenities for Local Residents and Visitors** **BYLAW 25P2015**

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). **BYLAW 25P2015**

DEVELOPMENT PHASING

Vehicle access to the majority of the plan area on or below the escarpment will be obtained from the Trans Canada Highway to the north and from Sarcee Trail to the east; whereas access for the portion of the plan area above the escarpment is obtained from 85th St. SW to the south. *Development of sites with access from the Trans Canada Highway and Sarcee Trail is limited by transportation capacity.* In order to support the full development of Canada Olympic Park, the intersection at Canada Olympic Drive and the Trans Canada Highway requires the construction of a grade-separated interchange, along with the extension of Stoney Trail and the widening of the Trans Canada Highway. *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.*

BYLAW 25P2015

Prior to construction of an interchange at Canada Olympic Drive and the Trans Canada Highway, transportation capacity has been allocated to development (Phase 1) as follows:

BYLAW 25P2015

- an athletic training and development centre;
- athlete housing (up to 150 units);
- a Nordic Centre and related trail system on the escarpment lands;
- a National Sports High School (maximum 80 student capacity);
- an ice complex;
- ancillary offices;
- and, potentially, a hotel, subject to additional intersection capacity being available.

Following the construction of the interchange, and the other related improvements, development accessing the Trans Canada Highway (Phase 2) will include:

- 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.

BYLAW 25P2015

LAND CONSERVATION

The Plan incorporates a number of measures aimed at protecting, where possible, environmentally significant lands including:

- requiring that such lands be dedicated as reserve, acquired through purchase or protected through conservation easements or land use controls;
- minimising disturbance or grading of such lands or the crossing of ravines and watercourses;
- restoring lands disturbed as a result of development to a natural state; and
- providing for slope-adaptive and visually attractive development on the escarpment.

SPECIAL AGREEMENT

The policies of the plan with respect to *privately owned lands* provide for a special development agreement to be entered into between *land owners* and The City, prior to land use approval being granted by Council. The agreement would address such matters as:

BYLAW 25P2015

- reserve dedication requirements;
- acquisition of rights-of-way for roads, utilities and pathways;
- registration of access and utility easements necessary to serve development;
- financing of infrastructure improvements needed to service the proposed development (i.e. off-site transportation improvements, municipal utilities improvements, etc.);
- protection of important archeological sites, or any other natural features considered to be of significance; and
- leasing of athletes housing.

1.0 INTRODUCTION

1.1 Purpose of the Plan

Planning is the process of shaping the physical environment to achieve an orderly, economical, and compatible pattern of development. The process is complex involving many different levels of decision-making, with an area structure plan being the most immediate planning document applied to the process in suburban areas.

The purpose of an area structure plan is twofold. Firstly, it refines and implements The City's broader planning objectives as contained in its strategic planning documents (i.e., *Municipal Development Plan*, *Calgary Transportation Plan*, etc.) by promoting development that is logical, compatible and sustainable. Secondly, an area structure plan guides and directs specific land use, subdivision, and development decisions that collectively determine the form that the plan area will take.

BYLAW 25P2015

To accomplish this purpose, the plan must establish a broad framework for future development consisting of a vision, a land use concept, policy statements and implementation actions that work together to ensure that the plan is achieved. The framework should be concise, yet flexible. It should provide clear direction on a variety of land use planning issues for both the public and private sector. At the same time, the framework should accommodate creativity and innovation and be responsive to the ever-changing demands of the marketplace. In summary, an area structure plan must be formulated with the understanding that planning requires a visionary, balanced and dynamic approach if it is to be successful.

1.2 Authority of the Plan

The *Canada Olympic Park and Adjacent Lands Area Structure Plan* (the "Plan") has been adopted through a bylaw passed by Council in accordance with the *Municipal Government Act*. Section 633 of this Act, which authorizes a council to adopt an area structure plan, states:

(1) For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may by bylaw adopt an area structure plan.

(2) An area structure plan

(a) must describe

- (i) the sequence of development proposed for the area,**
- (ii) the land uses proposed for the area, either generally or with respect to specific parts of the area,**
- (iii) the density of population proposed for the area either generally or with respect to specific parts of the area, and**
- (iv) the general location of major transportation routes and public utilities, and**

(b) may contain any other matters the council considers necessary.

The adopted area structure plan comprises Part 1 and includes the appendices attached to this part. Part 2, Supporting Information, does not form part of the adopted area structure plan and has no legal status.

1.3 Timeframe of the Plan

The Plan is future-oriented and depicts how the plan area is to be developed over an extended time period through a series of public and private sector initiatives. No specific timeframe is applied to the completion of development within the plan area although most of the proposed development is expected to be realised within a 15 to 20 year horizon.

1.4 Interpretation of the Plan

1.4.1 Map Interpretation

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road and utility rights-of-way.

1.4.2 Policy Interpretation

Where text accompanies a policy, it is provided for information purposes only to enhance the understanding of the policy. Should an inconsistency arise between the text and a policy, the policy will take precedence.

Where "shall" is used in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy, the quantities or standards may be deviated from provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved.

Where "should" is used in a policy, the policy is intended to be complied with in the majority of situations, but with some discretion allowed. Specifically, the policy may be varied in a specific situation where the variance is necessary to address unique circumstances that would otherwise render compliance impractical or impossible or to allow for an acceptable alternate means to achieve the general intent of the policy to be introduced.

Where a policy requires compliance at the Outline Plan/Land Use Amendment stage, that requirement may be deferred to the Subdivision Approval or Development Permit Approval stage.

Where a policy requires the submission of studies, analysis or information, that requirement shall not be considered to be all inclusive, and the form and content of the studies, analysis or information required may be readdressed in any manner notwithstanding the provisions of the policy.

1.4.3 Guideline Interpretation

For the purpose of interpreting the guidelines contained within Appendix A to D of the Plan, section 1.4.2 shall apply to a guideline in the same manner as it applies to a policy.

1.5 Amendment of the Plan

To make any change to the text or maps within this Plan, an amendment to the Plan shall be undertaken in accordance with the Municipal Government Act.

Where an amendment to the Plan is requested, the applicant shall submit supporting information necessary to evaluate and justify the amendment.

1.6 Variance to the Plan

Where a variance to a policy within the Plan is requested, the applicant shall submit supporting information necessary to evaluate and justify the variance.

1.7 Monitoring of the Plan

To ensure they remain current and relevant, the policies within the Plan shall be monitored over time in relation to development. Where determined necessary, the policies shall be updated through the plan amendment process either generally or in response to a specific issue.

2.0 PLAN AREA

2.1 Plan Application

The Plan applies to the lands shown on the Plan Area map. These lands are located within the southwest sector of the city and encompass approximately 243 hectares (600 acres) of land. The area is bounded to the north by the Trans Canada Highway, to the east by Sarcee Trail, to the west by the Transportation and Utility Corridor (TUC) containing the future Stoney Trail, and to the south by the community of Cougar Ridge. Most of the lands are located below the top-of-bank with the exception of approximately 12.0 hectares (30 acres) of land contained within an adjacent upland plateau in the southwest corner of the plan area.

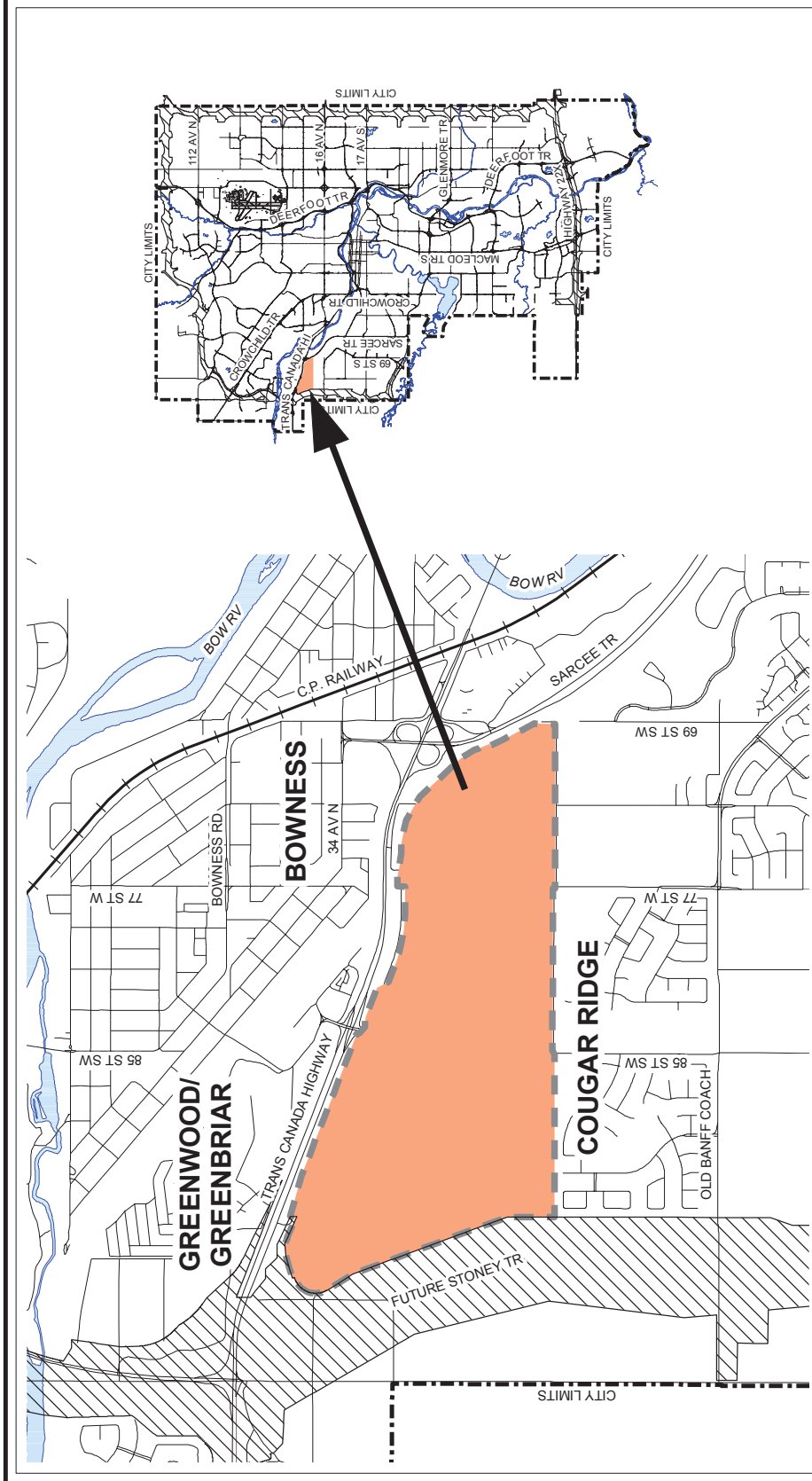
BYLAW 25P2015

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.

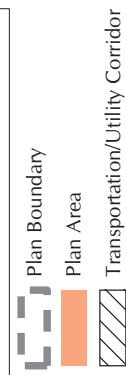
BYLAW 25P2015



Canada Olympic Park And Adjacent Lands Area Structure Plan

Map 1

Plan Area



LAND USE PLANNING & POLICY
s:\operations\2765_Canada Olympic Park_ASP\maps\location.mxd

This map is conceptual only. No measurements of distances or areas should be taken from this map.

3.0 STRATEGY

3.1 Guiding Principles

The planning strategy forms the basis for the policy approach taken within the Plan. This strategy is embodied in the following guiding principles:

- **Creation of a World Leading Recreation, Competition, and Tourism Facility.**
- **Enhance Opportunities for Recreational and Interpretive Activities on the Upper Slopes.** **BYLAW 25P2015**
- **Compatible Integration with Adjoining Communities.** **BYLAW 25P2015**
- **Develop a distinct, compact, mixed-use area with unique identity and character that contains opportunities for entertainment, employment, and retail amenities for local residents and visitors.** **BYLAW 25P2015, 32P2021**

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 may feature hotels, restaurants, a public flag plaza and commercial and public amenities that complement events and operations at Canada Olympic Park. For residents of west Calgary, the mixed-use centre provides important new amenities such as residential development and retail amenities. These uses are integrated with the unique landscape through careful site and building design, preserving ravines, watercourses and other important natural features and functions. **BYLAW 32P2021**

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. **BYLAW 25P2015**

4.0 LAND USE CONCEPT

4.1 Land Use Concept Map

The land use concept for Canada Olympic Park and Adjacent Lands is shown on the Land Use Concept map. This concept consists of a series of areas and symbols that define a future land use pattern for the plan area.

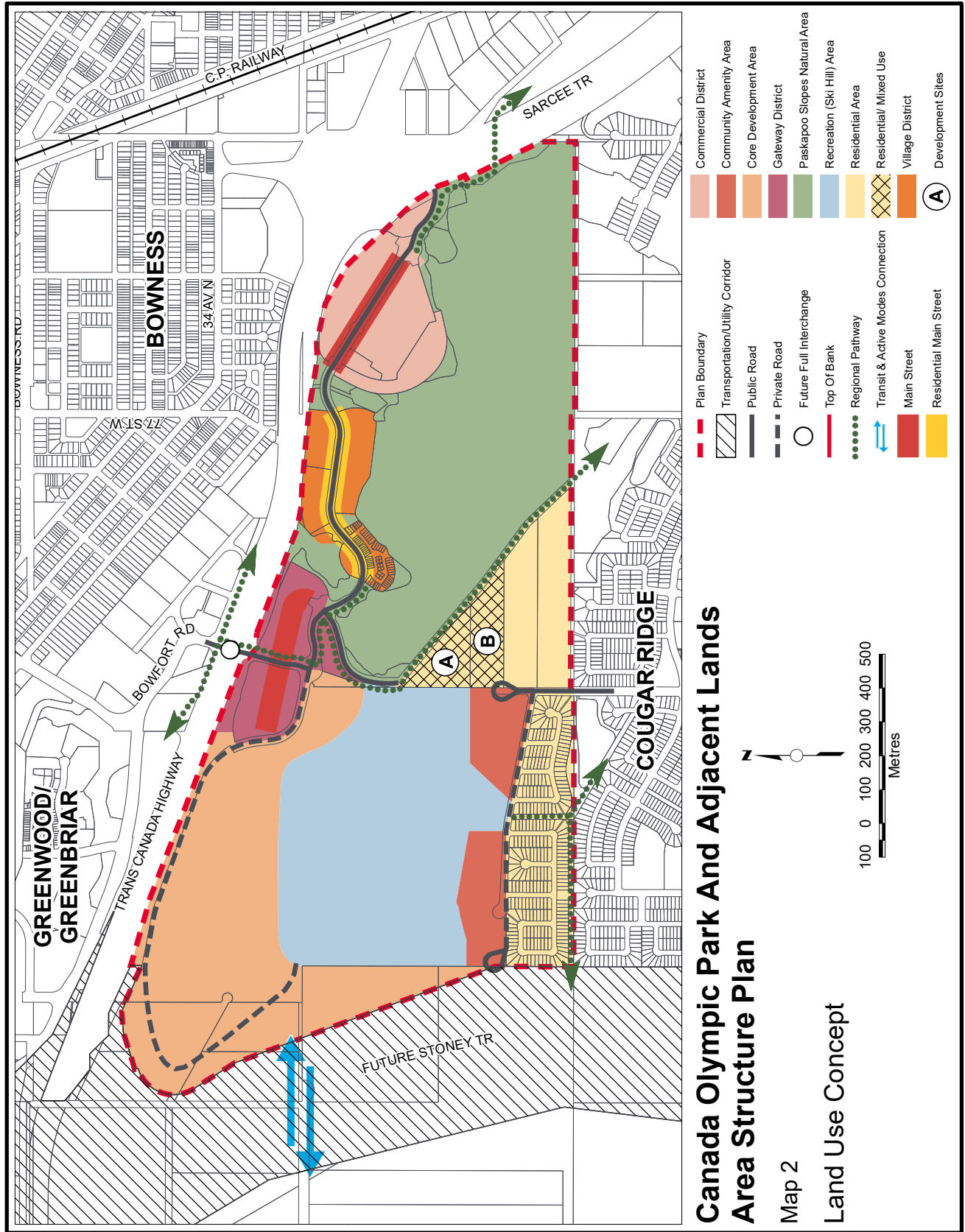
BYLAW 25P2015

4.2 Policy Direction

Section 5.0 of the Plan contains policies that apply to the Land Use Areas shown on the Land Use Concept map.

The remaining sections of the Plan include policies addressing conservation, density, staging, transportation, servicing, growth management and implementation. These policies are to be applied to land use amendment, outline plan, subdivision, and development proposals within the plan area as determined appropriate.

APPROVED: 1P2005
 AMENDED: 39P2017, 32P2021



5.0 LAND USE AREAS

5.1 Winsport Precincts

BYLAW 39P2017

5.1.1 Winsport Precincts

There are 6 distinct precincts on Winsport's lands, which together function as a complete recreation and sport facility with retail, office, services, and attractions across the site to support the sustainability of the Park. Together these six precincts described below, constitute the Core Development Area described in Section 5.2.

BYLAW 25P2015, 39P2017

(1) West Terminus Precinct

Suitable for large scale buildings, and will serve as a location for a landmark feature building, which may include office, recreation, retail, and other services.

(2) Active Spine Precinct

A centrally located publicly accessible street and gathering space that is the primary link across the core development area, with primary entries and facades facing the street.

(3) Legacy Plaza Precinct

A primarily pedestrian space located at the east end of the Active Spine precinct, intended to function as a large-scale flexible space suited to a wide range of activities and uses such as restaurants and patios, festival space, office, pop-up concert venue, and other publicly accessible uses.

(4) Lower Slopes Precinct

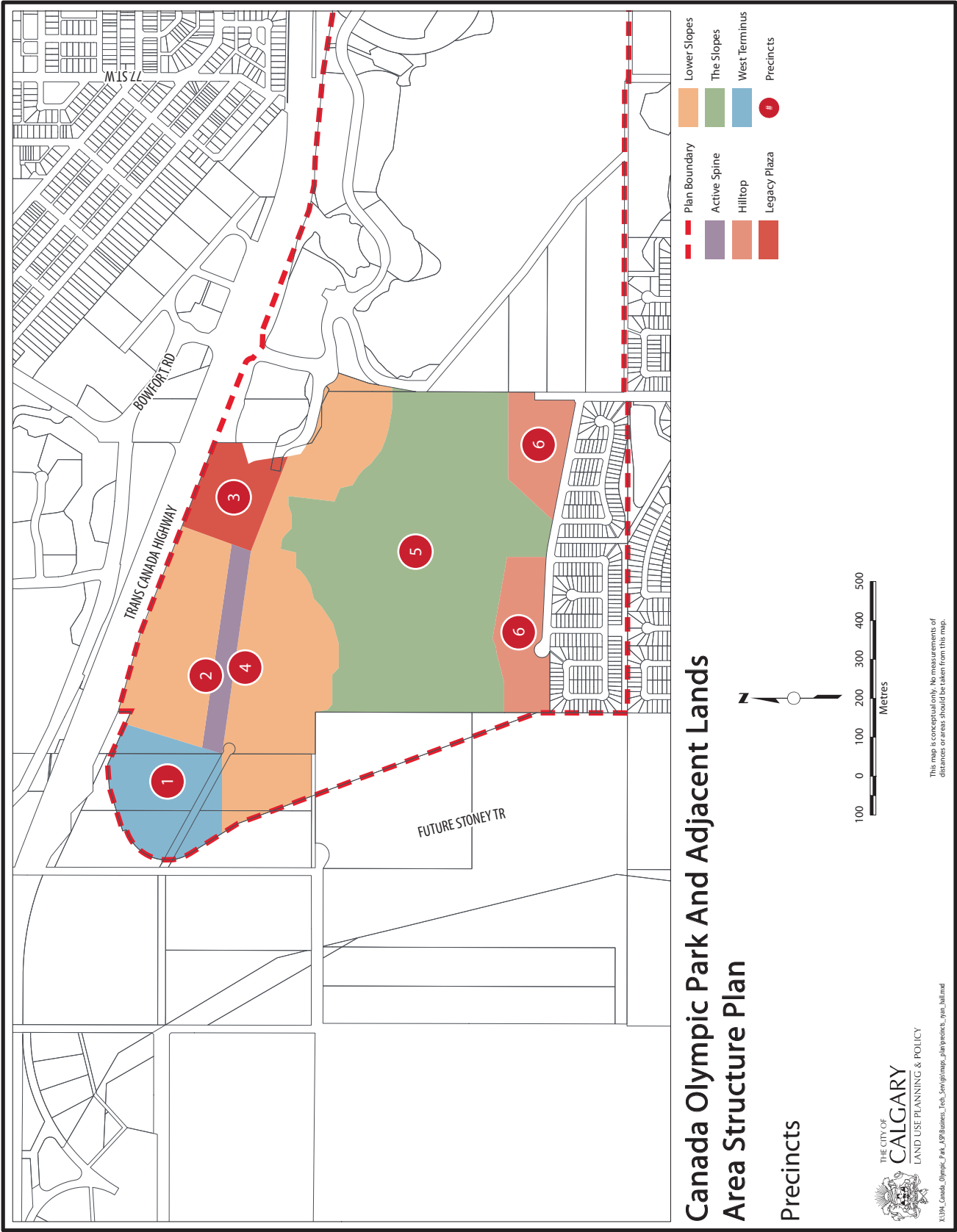
A highly active recreation area across all seasons at the base of the hill, with supporting buildings and structures that will be connected to the main spine and legacy plaza precincts.

(5) Slopes Precinct (Recreation Ski Hill Area)

The primary recreation and sport area containing the ski hill and associated activities.

(6) Hilltop Precinct (Community Amenity Zone)

This precinct is intended to provide small community amenities and services within two locations on the top of the hill. These areas are intended to serve the local community and users of the ski hill.



5.2 Core Development Area

BYLAW 39P2017

5.2.1 Purpose

The purpose of this area is to provide for the expansion of the core WinSport athlete training facilities including offices, schools and other supporting uses. In addition to the existing training facilities, a National Ice Complex, Athletic Development Centre, National Sports Office Complex, and National Sports School will form the nucleus of the Canadian Centre of Sport Excellence.

5.2.2 Policies

(1) Composition of Core Development Area

- (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 (or occupied by tenants) to the uses listed in 5.2.2 (1)(a) may be allowed within the Core Development Area where such uses are determined to be compatible with the purpose and context of the area.*
- (c) Portions of the Core Development area that are 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) be of a scale that is complementary to similar types of uses located in the Gateway District; and*
 - (iv) ensure buildings are located adjacent to a plaza or street with direct at-grade pedestrian access where possible.**
- (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.*
- (e) The development should be designed with the following considerations:*

(2) Design of the Core Development Area

The following policies have been created to guide future development on the site. Policies aim to provide for a gateway development site that is well connected, with a high quality built form and a network of streets and open spaces that enhance the visitor experience in this area.

Highway Interface

- (3) *Calgary's entranceway along the Trans Canada Highway deserves a high quality and well-designed interface with adjacent buildings. A high quality entranceway should be achieved through:*
 - (a) *Avoiding the location of servicing and back-of-house operations being visible from the highway.*
 - (b) *Use of high quality materials.*
 - (c) *Artistic features on building facades.*
 - (d) *Landscaping.*
 - (e) *Transitions between buildings which complement each other.*
- (4) *Parking access and loading areas should be located in areas that are not visible from Stoney Trail and the Trans Canada Highway.*
- (5) *Where service areas are located near or adjacent to Stoney Trail or TransCanada Highway they should be designed so they are screened from view of Stoney Trail or TransCanada Highway, or integrated with the architecture of the building.*

Parking and Loading

- (6) *Loading bays, garbage containers, outdoor storage and other service areas must be located and designed to promote a high quality pedestrian experience within Canada Olympic Park.*
- (7) *Driveways into parking lots and loading should be provided on streets where the lowest amount of pedestrian activity occurs.*

Building and Site Design

Objectives

The following policies have been created to guide future development on the site.

The site should operate efficiently, and be well connected internally with a high quality built form which respects the community context. Policies aim to help development respect physical and cultural context, and reduce pedestrian and vehicle conflicts, designed to work for all mobility modes.

Site Design

- (8) *The Core Development Area shall function as a Campus by:*
 - (a) *Creating an urban campus environment with a variety of streetscapes; reinforcing the existing "entry gate" concept and identity of Canada Olympic Park; and improving open space and landscape opportunities to enrich the overall visitor experience.*
 - (b) *Providing an integrated open space system that incorporates a network of pathways to connect Canada Olympic Park's plazas, recreation centres, landscaped spaces and other major facilities within Canada Olympic Park and to the surrounding communities.*

- (c) Providing high quality pedestrian walkways.
- (d) Providing unique wayfinding for all mobility modes that celebrates the Olympic legacy and adds to the sense of placemaking at Canada Olympic Park.
- (9) Create a compact urban development pattern with pedestrian scaled blocks and building frontages that spatially define public streets and open spaces and encourage walkability and transit use.
- (10) Design sites to connect and define edges, paths, centres and streets of activity.
- (11) Encourage buildings that are connected and integrated with adjacent open spaces and other landscaped areas.
- (12) Buildings should be situated in locations that promote views of the city and mountains.
- (13) Art installations that celebrate sport, indigenous culture, recreation, and the Olympic legacy to enhance the overall site design are encouraged.
- (14) Retail, restaurants, outdoor patios, and recreation uses are ideally located adjacent to plazas to generate active edges throughout the site.
- (15) Retail store frontages should be located along sidewalks and have individual entrances to avoid long uninviting street walls.
- (16) Where possible, setback ranges should be minimized to achieve a streetwall consistency. Exceptions may be where small plazas or courtyards are included to add diversity and activity space in the streetscape. Inset doorways are acceptable, but should include extensive glazing throughout the entryway to preserve visibility from the sidewalk.
- (17) Buildings should be designed to reduce the impact of wind at ground level and to optimize daylight and sunlight access on-site and to streets and open spaces.
- (18) Development is subject to the City of Calgary Slope Adaptive Development Policy and Guidelines & Conservation Planning policy.

Architecture

- (19) Architectural details may include but are not limited to:
 - (a) Facade modulation (e.g. building intervals that are stepped forward or back, recessing building floors above the first story, providing vertical or horizontal offsets in the wall surfaces including columns, recesses, and projections).
 - (b) Facade enhancement (e.g. vivid colours, distinctive roof forms, innovative architectural features).
 - (c) Facade articulation (e.g. articulating details around doors, windows, balconies, plate lines, recessed design elements, interesting cornice treatment, exposed expansion joints, reveals, changes in texture, or other methods of visual relief).
 - (d) Create architectural interest through variation in building scale and massing, reducing building bulk, and avoid long expanses of blank walls.

-
- (e) Placement of signage, lighting, or architectural detail that enhances the sense of place.
 - (f) Design of weather protection, which should be continuous and may take the form of fixed, metal and/or glass canopies.
 - (g) Canopies should be designed to make sure snow and ice does not fall within pedestrian walkways. Adequate depth to provide protection is 1.5 meters as a minimum.

Art, Lighting, and Signs

- (20) Lighting shall be architecturally integrated and should not cast light onto road right-of-way.
- (21) Identification signs should be architecturally integrated with the building, where appropriate.
- (22) Signs with digital displays should be minimized along the highway and be oriented away from adjacent residential areas.

Active Spine Precinct

- (23) Street-level uses within the Active Spine Precinct should contribute to a vibrant pedestrian experience and be active during the day and evening (e.g. restaurants, cafés, and retail).
- (24) Building setbacks along in the Active Spine Precinct should be minimized to frame the public realm.
- (25) Visibility into shops from the street shall be maintained at all times. Any solid signage, advertising or blackout panels placed against the inside surfaces of storefront glazing is prohibited in order to promote eyes on the street.

Indigenous Elements

- (26) Show the spirit of the buffalo at this ancient buffalo kill site through Blackfoot Tribe specific buffalo imagery.
- (27) Show the spirit of the tipi as a story of the Blackfoot Tribe life. The spirit of the tipi has several stories which are showcased in the actual design of the tipi. The tipi has three layers; the top tells the stories of the cosmos and the universe, the middle is associated with symbols of animals, and the bottom is associated with mountains, foothills, land and landscapes and water. Apuni is the dream symbol on the back of tipis. On the flaps of tipis are usually designs of stories related to the 'big dipper' and the Pleiades, the story of the 'lost children'.
- (28) Reflect the spirit of the local ecology through the use of site-typical specific plants and trees. Humans have been gifted by plants, rocks, animals, birds, water, clay/soil for spiritual and medicinal purposes. Treaty 7 communities are still practitioners of this way of life.
- (29) Tell the story of natural streams of the site through typical rocks found in site streams. There are many First Nations ceremonies which require natural water and rocks; one is called "sweat lodge". Sweats are made of willows, water and rocks.

5.3 Recreation (Ski Hill) Area

BYLAW 25P2015

5.3.1 Purpose

BYLAW 25P2015

The purpose of this area is to provide for a ski hill and related uses such as a day lodge (restaurant, retail, rental and repair shop, ticket sales, etc.), snow-making facilities and ski lifts. The area also includes ski jumps, biking trails, and bobsled and luge facilities. The area will serve as both a recreational and training centre.

5.3.2 Policies

BYLAW 25P2015

(1) Composition of Recreation (Ski Hill) Area

- (a) Subject to the policies of this Plan,
 - (i) the predominant use of land within the Recreation (Ski Hill) Area shall be recreational including a ski hill as well as uses that complement and support the function of the ski hill including, but not limited to, bike trails, bobsled and luge tracks, and ski jumps; and
 - (ii) public uses and similar and accessory uses to the above shall also be allowed within the Recreation (Ski Hill) Area where such uses are determined to be
 - (A) consistent with the purpose of the area, and
 - (B) compatible and appropriate within the context of the area.
- (b) The general categories of uses identified under (a) above shall be refined through the Land Use Districts applied to lands within the Recreation (Ski Hill) Area.

5.4 Residential Area

BYLAW 25P2015

5.4.1 Purpose

BYLAW 25P2015

The purpose of this area is to provide for the development of low to medium density residential uses. The area comprises a series of sites that are to be fully serviced with sewer, water and stormwater services. The sites will be directly accessed from 85 Street SW and form a logical extension of the Cougar Ridge community to the south.

5.4.2 Policies

BYLAW 25P2015

(1) Composition of Residential Area

- (a) Subject to the policies of this Plan,
 - (i) the predominant use of land within the Residential Area shall be residential uses, and

-
- (ii) institutional uses, recreational uses, public uses, and similar and accessory uses to the above shall also be allowed within the Residential Area where the uses are determined to be
 - (A) consistent with the purpose of the area, and
 - (B) compatible and appropriate within the context of the area,
 - (iii) parks shall be provided above top-of-bank of the escarpment within the Residential Area as required to meet the needs of residents, and
 - (b) The general categories of uses identified under (a) above shall be refined through the Land Use Districts applied to lands within the Residential Area.

5.5 Residential / Mixed Use Area

BYLAW 25P2015

5.5.1 Purpose

BYLAW 25P2015

The purpose of this area is to provide for the development of service commercial uses in the form of a hotel, and / or low to medium density residential uses. The area comprises a site that is to be fully serviced with sewer, water and stormwater services. The site will obtain access north to the Trans Canada Highway.

5.5.2 Policies

BYLAW 25P2015

(1) Composition of Residential / Mixed Use Area

- (a) Subject to the policies of this Plan,
 - (i) the predominant use of land within the Residential / Mixed Use Area shall be residential uses; or
 - (A) service commercial uses, in the form of a hotel and restaurant, excluding a drive-through restaurant, on Site A, and
 - (B) service commercial uses, in the form of a hotel, restaurant, excluding a drive-through restaurant, day spa and retreat centre on Site B; and
 - (ii) institutional uses, recreational uses and public uses, and similar and accessory uses to the above shall also be allowed within the Residential / Mixed Use Area where the uses are determined to be
 - (A) consistent with the purpose of the area, and
 - (B) compatible and appropriate within the context of the area.
- (b) The general categories of uses identified under (a) above shall be refined through the Land Use Districts applied to lands within the Residential / Mixed Use Area.

5.6 Gateway District

5.6.1 Purpose

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

- distinctive architectural character of both the east and west portions of the block; and
- a safe and visually attractive pedestrian and bike environment with enhanced landscaping, urban furniture, lighting, branding/wayfinding features and social gathering places which recognize the chosen theme.

BYLAW 32P2021

5.6.2 Policies

(1) Composition of the Gateway District

- Subject to the policies of this Plan, the Gateway District should predominantly contain mixed-use development with residential, office and other commercial or institutional uses, preferably located above at-grade retail uses. Other uses for the ground floor (e.g. residential, institutional) will be considered and evaluated based on appropriate activation and building design.
BYLAW 32P2021
- Single-use residential, office and other commercial or institutional buildings may be considered acceptable in the Gateway District where an appropriate interface is proposed between the building and the public realm.
BYLAW 32P2021
- 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.
- 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

- The Main Street in the eastern portion of the Gateway District shall be predominately lined with commercial uses at grade. The Main Street in the western portion of the Gateway District must accommodate residential uses and should consider opportunities for commercial uses at grade where there is an opportunity to create a strong focal point and/or sense of place to enhance the pedestrian experience.
BYLAW 32P2021
- Facades along the Main Street should feature limited frontage widths for individual units to better activate the public realm.

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- (c) *At grade retail units on the Main Street and other focal points (e.g. squares) should have entryways onto the street.* **BYLAW 32P2021**
 - (d) *Office uses with a use area over 465 m2 in both the east and west portions of the Gateway District and residential uses in the east portion of the Gateway District must not locate at grade along the Main Street, except for health care service related uses.* **BYLAW 32P2021**
 - (e) *Structured and underground parking in the Gateway District should be the predominant form of parking.* **BYLAW 32P2021**
 - (f) *Surface parking lots shall not be located between buildings and the Main Street. Limited surface parking may be provided for temporary drop-off areas associated with residential, hotel or similar uses provided they do not impact pedestrian safety and interfere with pedestrian routes and pathways.* **BYLAW 32P2021**
 - (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 may be up to 6 storeys.* **BYLAW 32P2021**
 - (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.*

BYLAW 25P2015, 32P2021

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*

(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.

BYLAW 25P2015

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- (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.*

BYLAW 25P2015

5.8 Commercial District

5.8.1 Purpose

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

BYLAW 32P2021

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 development with residential, office and other commercial or institutional uses preferably located above at-grade retail uses. Other uses for the ground floor (e.g. residential, institutional) will be considered and evaluated based on appropriate activation and building design.*

BYLAW 32P2021

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

BYLAW 32P2021

- (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 gas bars may be located in the Commercial District, but are discouraged from locating along the Main Street.*

BYLAW 32P2021

- (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 Main Street shall be designed to enhance the public realm with entryways to ground-floor residential and commercial units along the Main Street having individual, direct access to the sidewalk.*

BYLAW 32P2021

- (b) *Small to medium scale commercial units should be located at grade along the Main Street. Larger retail units may be considered along the Main Street provided they are located above or below grade, or located at grade and lined by smaller units fronting the street. Main Street viability and success will be predominantly shaped by commercial or mixed-use buildings with ground floor retail.* **BYLAW 32P2021**
- (c) *Office uses with a use area over 465 m2 must not locate at grade along the Main Street, except for health care service related uses.* **BYLAW 32P2021**
- (d) *A privately owned but publicly accessible amenity space should be provided in the Commercial District. The amenity space should provide appropriate street furniture including, but not limited to, seating, lighting and public art at key locations.* **BYLAW 32P2021**
- (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 the predominant form of parking.* **BYLAW 32P2021**
- (i) *Pathway connections shall be provided to the trail network within the Paskapoo Slopes Natural Area.* **BYLAW 25P2015**

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 ecological quality of the area..
- (f) The significance of the site to aboriginal culture and history acknowledged and celebrated through the design of the interpretive signs and displays throughout the Paskapoo Slopes Natural Area. The parks management program should also encourage interpretive activities on the site that include the members of the Blackfoot Nation.

BYLAW 25P2015

5.10 Community Amenity Area

BYLAW 39P2017

5.10.1 Purpose

The purpose of this area is to provide for a transitional interface with the community of West Springs/Cougar Ridge by providing sport and community related services and amenities, providing opportunities for adaptive reuse of existing buildings and Olympic Legacy buildings where possible and practical, and providing operations and services for Canada Olympic Park.

5.10.2 Policies

(1) Composition of the Community Amenity Area

Subject to the policies of this Plan:

- (a) The predominant use of land within the Community Amenity Area shall be sport and recreation, community related services, local commercial uses, service commercial uses, institutional uses, recreational uses and public uses, and other similar and accessory uses, and amenities that are compatible and appropriate adjacent to an existing residential community.*
- (b) Uses within the Community Amenity Area should be:*
 - (i) Compatible and appropriate within the context of the area.*
 - (ii) Designed to maximize public views through building siting and orientation.*
 - (iii) Screened from Paskapoo Drive and 85th Street SW through the use of landscaping, fencing, or architectural features.*
- (c) Buildings within the Community Amenity Area should be designed with architectural treatments complementary to the neighbouring residential properties.*
- (d) Signs with digital displays shall be oriented away from adjacent residential areas.*
- (e) Development is subject to the City of Calgary Slope Adaptive Development Policy and Guidelines and the Conservation Planning Policy.*

6.0 CONSERVATION STUDY AREA

6.1 Conservation Study Area Map

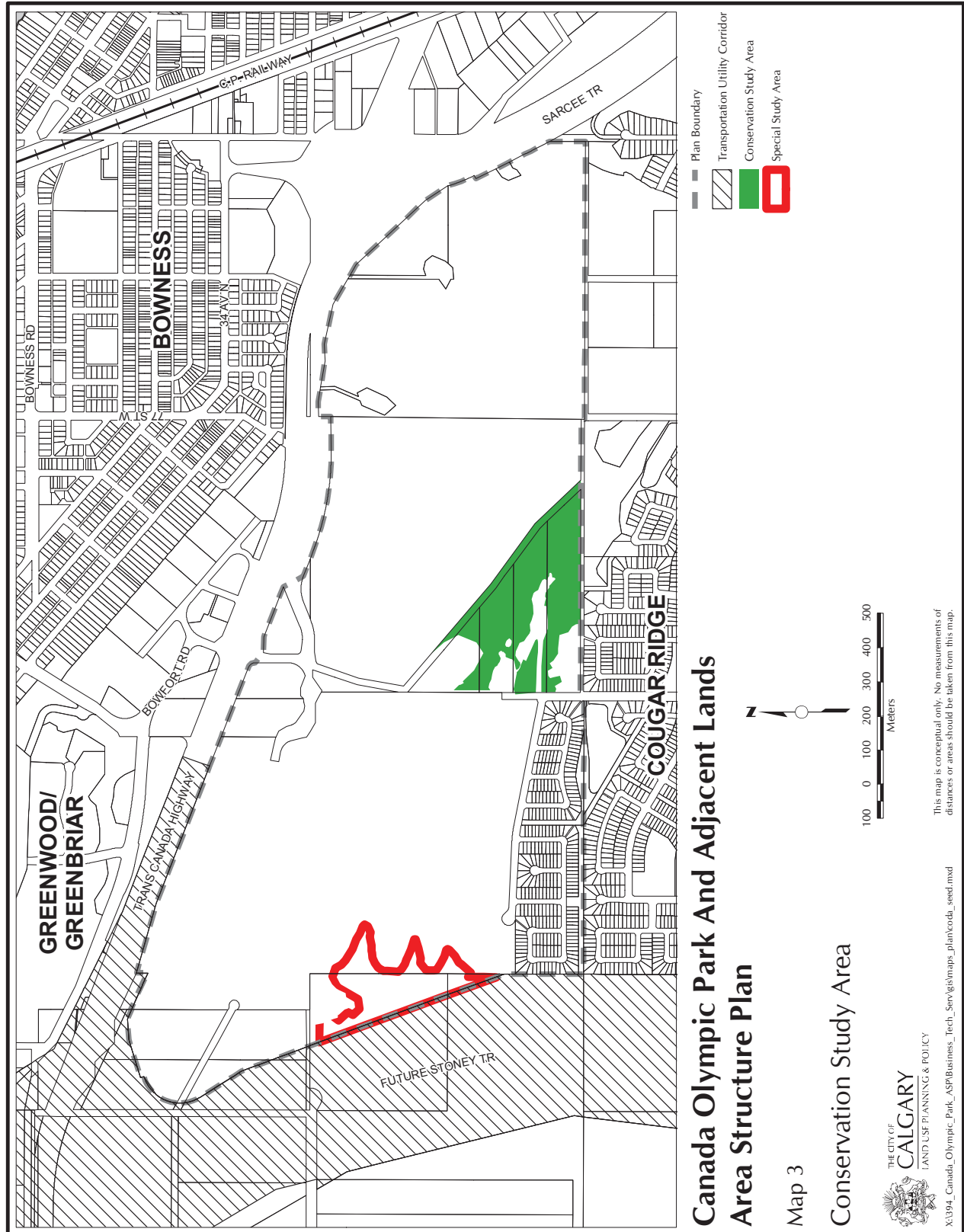
Environmentally significant lands within the plan area are shown on the Conservation Study Area map. These lands were identified through Environmentally Significant Area (ESA) assessment that included a broad level vegetation analysis, geotechnical terrain analysis and hydrological analysis.

6.2 Policy Direction

The Conservation Study Area as shown on the map is intended to be refined at the Land Use Amendment or Development Permit approval stage as required by the policies of section 7.1. Lands within the Conservation Study Area will, in turn, be addressed in accordance with the policies of sections 7.2 and 7.3. The Conservation Study Area does contain privately-owned and developable lands that may be developed in accordance with the policies of the Plan, and subject to Land Use approval.

For lands within the Special Study Area on Map 3, the need to include those lands within the Conservation Study Area shall be determined at the Land Use Amendment stage when the cumulative effect of existing and future development, either within or adjacent to the Plan area, can be appropriately addressed.

APPROVED: 1P2005
AMENDED: 25P2015



7.0 CONSERVATION POLICIES

7.1 Evaluation of Lands

7.1.1 Purpose

The purpose of these policies is to provide for the delineation of higher environmentally significant lands within the plan area. These lands are generally identified as the Conservation Study Area on the Conservation Study Area map. This area is comprised of the portion of escarpment that contains important natural features including watercourses, ravines, wildlife habitat, and unique vegetation stands. The Conservation Study Area also contains lands of lower environmental significance that are appropriate to accommodate development. As part of the Land Use Amendment process, the lands within the Conservation Study Area will need to be analysed through a detailed Biophysical Impact Assessment. Important natural features as identified through this analysis will then be integrated into a contiguous natural open space system.

7.1.2 Policies

(1) Composition of Lands

The Conservation Study Area as shown on the Conservation Study Area map shall be comprised of

- (i) lands of higher environmental significance to be acquired or protected where possible and practical that include, but are not limited to
 - (A) ravines,
 - (B) watercourses,
 - (C) unstable lands,
 - (D) steep slopes,
 - (E) unique vegetation stands, and
 - (F) significant wildlife habitat,and
- (ii) other lands that are to be protected from development where practical and possible while recognizing that these lands are of lower environmental significance.

(2) Analysis of Lands

In conjunction with a Land Use Amendment application, information that includes a comprehensive Biophysical Impact Assessment shall be submitted in order to define in more detail the lands within the Conservation Study Area of environmental significance.

(3) Continuity of Lands

- (a) The protection of lands of higher environmental significance within the Conservation Study Area should occur in a manner that achieves, where possible, a contiguous and integrated open space system.
- (b) In conjunction with a Land Use Amendment application, plans and information shall be provided that defines a contiguous and integrated open space system within the Conservation Study Area.

(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.*

BYLAW 25P2015

(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 other 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 ecological quality of the area.*

BYLAW 25P2015

7.2 Acquisition of Lands

7.2.1 Purpose

The purpose of these policies is to provide a framework for the acquisition of lands within the Conservation Study Area. The mandatory acquisition of lands by The City will occur through environmental and municipal reserve dedication at the Subdivision Approval stage. In this regard, important natural features will be dedicated as reserve in accordance with the provisions of the Municipal Government Act. The voluntary acquisition of lands will occur through the purchase, donation or dedication of the lands with the co-operation and agreement of the landowner.

7.2.2 Policies

(1) Mandatory Dedication of Lands

- (a) Where lands are being subdivided within the Conservation Study Area
 - (i) natural features that qualify as environmental reserve (ER) in accordance with the Municipal Government Act should be dedicated as ER land, and
 - (ii) municipal reserve (MR) owing on the lands in accordance with the Municipal Government Act should be dedicated as land where the reserve will protect an important natural feature that does not qualify as ER or contribute to the creation of a contiguous and integrated open space system in the area.
- (b) Notwithstanding (a)(i) above, as an alternative to the dedication of ER land, where determined practical and possible other regulatory mechanisms may be applied by the Subdivision Authority to protect lands that qualify as ER in accordance with the Municipal Government Act.

(2) Voluntary Acquisition of Lands

The acquisition of important natural features within the Conservation Study Area through the

- (i) voluntary dedication of *environmentally significant areas*, or **BYLAW 25P2015**
- (ii) donation of land to The City

shall be encouraged and supported.

(3) Purchase of Lands

Subject to established budgeting priorities, an option for the acquisition of lands of higher environmental significance within the Conservation Study Area shall be through the purchase of land by The City or the Joint Use Co-ordinating Committee.

7.3 Protection of Lands

7.3.1 Purpose

The purpose of these policies is to provide a framework for the protection of lands within the Conservation Study Area, where the lands are not to be dedicated as reserve or otherwise acquired by The City. In the case where these lands are considered to be undevelopable due to instability, steepness or other factors, as per the Municipal Government Act, restrictions through the land use controls will be placed on the site to prohibit development (e.g., no build zones). In the case where these lands are considered to be developable, the range of uses, and the density and design of development will be subject to the relevant provisions of the Plan.

7.3.2 Policies

(1) Undevelopable Lands within Conservation Study Area

Where lands within the Conservation Study Area are not dedicated as reserve or otherwise acquired by The City and such lands are determined to be undevelopable due to instability, steepness, or other factors, development shall be restricted from occurring on the lands through appropriate land use controls applied to the site.

(2) Developable Lands within Conservation Study Area

- (a) Where lands within the Conservation Study Area are not dedicated as reserve or otherwise acquired by The City, or determined to be undevelopable in accordance with (1) above, such lands shall be
 - (i) considered to be developable,
 - (ii) evaluated and regulated in relation to the requirements of this Plan and, in particular,
 - (A) the land use provisions of sections 4.0 and 5.0,
 - (B) the density provisions of section 8.0, and
 - (C) the design guidelines of Appendix A,
 and
 - (iii) if the lands contain an important natural feature, be subject to a site specific review at the Land Use Amendment or Development Permit Approval stage to determine if
 - (A) land use controls can be applied to ensure mandatory protection of the natural feature, or
 - (B) incentives can be offered to achieve voluntary protection of the natural feature.

(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.*
- (c) *The management of invasive species must be addressed through the restoration of setback and buffer areas.*

BYLAW 25P2015

8.0 DENSITY POLICIES

8.1 Residential Density

8.1.1 Purpose

The purpose of these policies is to provide for an acceptable density for residential development (including athlete housing) within the plan area. Accordingly, the policies establish a density range for the entire area together with density requirements for each of the Land Use Areas shown on the Land Use Concept map that allow residential development (including athlete housing). The residential density for lands above the top-of-bank of the escarpment is between 9.9 to 17.3 units per gross developable hectare (4 - 7 units per gross developable acre) and a residential density of between 2.5 and 7.4 units per gross developable hectare (1 - 3 units per gross developable acre) for residential lands located below the top-of-bank. In order to conserve environmentally significant lands, the policies also establish an incentive system that encourages the clustering of development on a site.

8.1.2 Policies

(1) Residential Area and Residential/Mixed Use Area Density Range **BYLAW 25P2015**

- (a) Within the portion of the Residential Area above the top-of-bank of the escarpment the residential density range shall be a minimum of 9.9 dwelling units per gross developable hectare (4.0 dwelling units per gross developable acre) and a maximum of 17.3 dwelling units per gross developable hectare (7 dwelling units per gross developable acre).
- (b) Within the portion of the Residential Area and the Residential / Mixed Use Area below the top-of-bank of the escarpment the maximum residential density allowed shall be
 - (i) 7.5 dwelling units per gross developable hectare (3.0 dwelling units per gross developable acre) on lands that have been disturbed (i.e., "disturbed lands") prior to the adoption of this Plan, and
 - (ii) 2.5 dwelling units per hectare (1.0 dwelling units per acre) on lands that have not been disturbed prior to the adoption of this Plan.
- (c) In the case of (ii), the minimum average site area for each dwelling unit shall be 0.3 net developable hectares (0.75 net developable acres).

(2) Land Conservation Incentives

- (a) Notwithstanding the density requirements of (1), as an incentive to conserving lands located below the TOB of the escarpment in the Residential Area or Residential / Mixed Use Area, or in the southeast corner of the *Paskapoo Slopes Natural Area*, where such lands are undisturbed and will be protected through the dedication of reserve, the registration of a conservation easement on title, or in some other manner to the satisfaction of Council that ensures their long term protection, **BYLAW 25P2015**

-
- (i) the maximum density allowed on these lands shall be increased to 7.4 units per gross developable hectare (3 units per gross developable acre), and
 - (ii) the units achievable on these lands shall be transferred to other lands located within the Residential Area or Residential / Mixed Use Area located above the TOB of the escarpment or below the TOB of the escarpment on lands within the site that have been disturbed prior to the approval of this Plan, provided that the residential development project
 - (A) is proposed in the context of a Land Use Amendment application,
 - (B) is determined to be compatible and appropriate in relation to adjacent development, and
 - (C) has undergone a suitable public review process undertaken by the developer to inform the adjacent community and affected residents of the project.
- (b) Further to (a), where the residential project is located above the TOB of the escarpment, the project shall
- (i) in the case of a density transfer, be contained within a comprehensive Outline Plan/Land Use Amendment application comprising all of the lands within the plan area located above the TOB of the escarpment,
 - (ii) be designated direct control and tied to plans through the Land Use Bylaw, and
 - (iii) not exceed 500 dwelling units in total on the lands located above the TOB of the escarpment.

(3) Athlete Housing Density Range

A maximum of 600 athlete housing units shall be allowed within the plan area.

8.2 Retail and Service Commercial Density

8.2.1 Purpose

The purpose of these policies is to provide for an acceptable density range for commercial development within the plan area. Accordingly, the policies establish densities for retail and hotel development together with provisions addressing the form of commercial establishments allowed. Where a proposed retail development project exceeds the density requirements of this section, a market analysis may be required to evaluate the impact of that development.

8.2.2 Policies

(1) **Core Development Area** **BYLAW 25P2015**

(a) *Within the Core Development Area* **BYLAW 25P2015**

- (i) a minimum of 7,500 square metres (80,279 square feet) of gross floor area shall be developed for retail commercial uses,
- (ii) a maximum of 11,100 square metres (118,403 square feet) of gross floor area shall be developed for retail commercial uses,
- (iii) no single commercial retail unit shall occupy more than 1,400 square metres (15,069 square feet) of gross floor area at ground level.

BYLAW 25P2015

(2) **Variance or Amendment to Retail Floorspace**

Where a proposed retail commercial project is inconsistent with the density requirements of policy (1) above, prior to varying these requirements in accordance with subsection 1.4.2 or amending the policy, a market analysis may be required to be submitted to evaluate the demand for and impact of the variance.

(3) **Hotel Density**

- (a) Subject to b (iii) and (c), a hotel within the Residential/Mixed Use Area shall have a maximum density of
 - (i) 150 guest units on Site A; and
 - (ii) 100 guest units on Site B.
- (b) A hotel shall only locate on lands
 - (i) outside of the Conservation Study Area,
 - (ii) within the Conservation Study Area of lower environmental significance, or
 - (iii) within the Conservation Study Area of higher environmental significance, where the maximum density does not exceed 5.0 guest

units per net developable hectare (2.0 guest unit per net developable acre) and the development takes the form of separate buildings containing a maximum of two guest units.

- (c) Notwithstanding (b), where a hotel is located within the Residential / Mixed Use Area, and the hotel exceeds a density of
 - (i) 5 guest units per net developable hectare, the hotel shall only locate on the disturbed lands within the site, and
 - (ii) 100 guest units, the undisturbed lands on the balance of the site shall be protected through the dedication of reserve, the registration of a conservation easement on title or in some other manner to the satisfaction of Council.
- (d) Where lands are protected in accordance with (c), Section 8.1.2 (2) allowing a residential density transfer shall continue to apply.

8.3 Employment Density

8.3.1 Purpose

The purpose of these policies is to provide for an acceptable density range for office and business-related development within the Employment Areas on the CODA lands. Accordingly, the policies address the minimum amount of office and business development required.

8.3.2 Policies

(1) Employment Density

- (a) Within the Employment Area on the northwest side of the plan area a minimum of 20,000 square metres (213,278 square feet) of gross floor area shall be allocated for employment-oriented uses on the CODA lands.

BYLAW 25P2015

8.4 Use Intensity in the Gateway, Village and Commercial Districts

8.4.1 Purpose

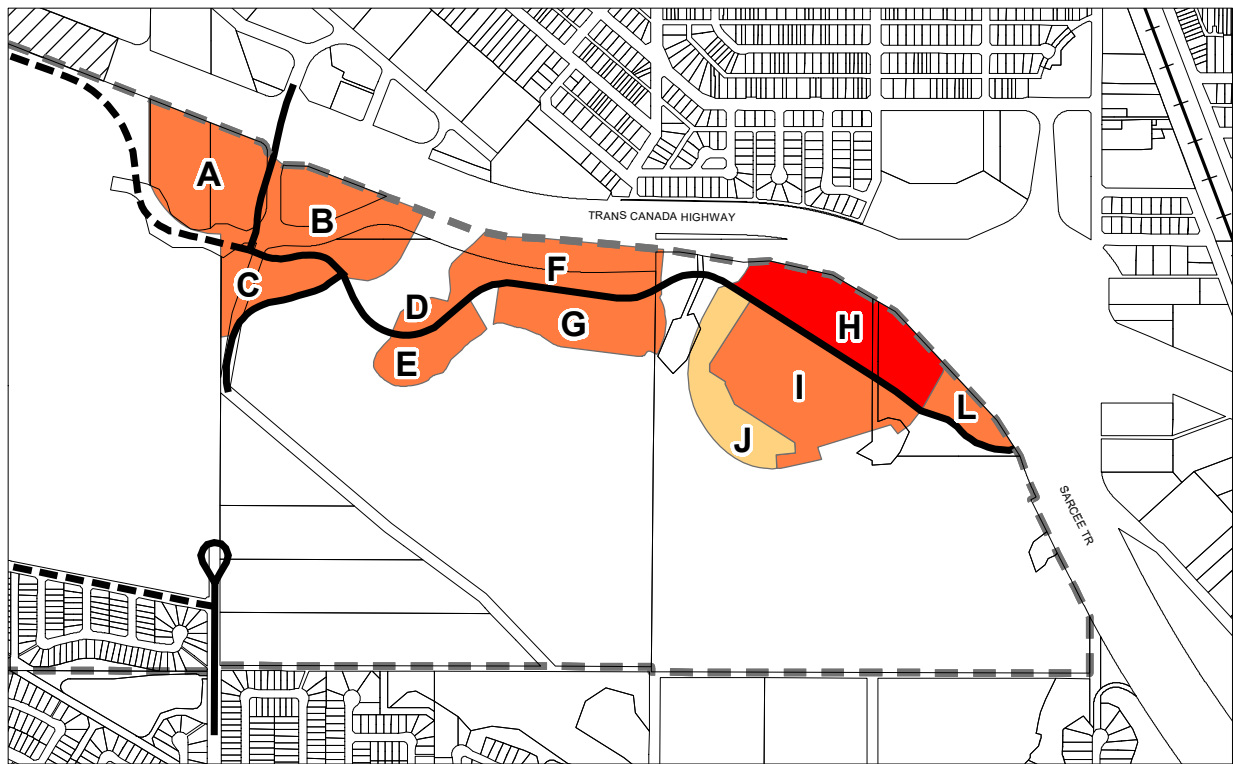
The purpose of this section is to outline how densities will be monitored with any new development proposed within the Gateway, Village and Commercial Districts. Maximum densities must align with the recommendations identified in available studies, specifically in regards to available transportation capacity and sanitary capacity. Policies are also provided to establish how density may be distributed on a block.

BYLAW 25P2015, 32P2021

8.4.2 Policies

Sanitary and road capacity are set by a Traffic Impact Assessment (TIA) and Sanitary Sewer Study. Supplementary study memos will be required to be provided with applicable development permit and/or land use redesignation applications so that intensity can be monitored by the Development Authority in relation with the conclusions of the initial studies and to justify any deviations from the initial studies. The Development Authority and both studies presume that all blocks, as identified on Map 4 Development Blocks, will be allocated a reasonable level of density. The Development Authority will also monitor the magnitude and mix of land use for appropriateness.

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Map 4

Development Blocks

— Plan Boundary
— Transportation Utility Corridor

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(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.*

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9.0 DEVELOPMENT STAGING POLICIES

9.1 Logical Development Pattern

9.1.1 Purpose

The purpose of these policies is to ensure that development proceeds in an efficient and economical manner through the Land Use Amendment, Subdivision and Development Permit Approval processes.

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9.1.2 Policies

(1) Planning and Servicing Area

(a) A Land Use Amendment application shall

- (i) comprise a logical and feasible planning and servicing area, and
- (ii) provide for an efficient and economical pattern of development.

(b) The scale of a Land Use Amendment application may be revised where it is determined that the application is inconsistent with (a) above.

(2) Conceptual Planning

In conjunction with a Land Use Amendment application, a concept plan showing a potential land use pattern, transportation network and servicing system for an area may be required.

(3) Servicing and Transportation

Prior to approval of a Land Use Amendment, a Subdivision, or a Development Permit application, it shall be determined that the subject site can be suitably serviced with utility and transportation infrastructure.

9.2 Off-Site Transportation Capacity

9.2.1 Purpose

The purpose of these policies is to provide for the co-ordination between development and off-site transportation capacity. 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.

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9.2.2 Policies

(1) Development Phasing and Transportation Network Capacity

- (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,*

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- (i) *land use approval or, if determined appropriate at the discretion of the Approving Authority, development permit approval shall not be allowed unless transportation capacity along the network is available - to serve the proposal;*
- (ii) *in making a land use or development permit decision, prior to construction or commitment to the construction of an interchange at Bowfort Road and access to Sarcee Trail, transportation capacity shall be allocated in priority as specified below:*

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Phase 1

- (A) *core recreational development as identified in Appendix B for the Core Development Area, and*

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-
- (B) if any intersection capacity remains following the allocation of capacity to the core recreational development, recreational uses or service commercial uses,

Phase 2

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

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(2) Transportation Impact Analysis and Development Plans

Prior to approving a Land Use Amendment or *Development Permit* application

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- (i) for any land use, that obtains access to the Trans Canada Highway or *Sarcee Trail*, a transportation impact analysis should be submitted demonstrating that capacity to accommodate the proposal exists *along the regional network*,

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- (ii) for a service commercial use or a recreational use that obtains access to the Trans Canada Highway or *Sarcee Trail*, other than for core recreational development as identified in Appendix B, plans and information of a level of detail similar to that required for a Development Permit application shall be provided to identify the specific project to be developed on the site, and

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- (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.

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10.0 TRANSPORTATION POLICIES

10.1 Road Network

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.

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10.1.2 Policies

(1) External Road Network

- (a) The design and timing of development of the external roads and their rights-of-way (Trans Canada Highway, Stoney Trail, Sarcee Trail) shall not be governed by this Area Structure Plan, 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.
- (b) The Transportation and Utility Corridor (TUC) as shown on the Land Use Concept map may be subject to refinement, and any surplus TUC lands should, where appropriate and feasible, be incorporated into the plan area.

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(2) Internal Road Network

- (a) Prior to land use approval, it shall be demonstrated that suitable road access exists to serve the proposed development of the site, to the satisfaction of the Approving Authority.
- (b) As shown on the Land Use Concept Map, the internal road network shall comprise
 - (i) public roads located within dedicated road rights-of-way, and
 - (ii) private roads located within a site.

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- (c) In the case of subdivision, the status of the private roads shown on the Land Use Concept Map shall be re-evaluated to determine if dedicated public road rights-of-way are required.
- (d) Public roads shall be appropriately sized and designed *in accordance with the Complete Streets Policy*.
- (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.*

(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.*

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10.2 Pedestrian Circulation

10.2.1 Purpose

The purpose of these policies is to provide for direct and convenient pedestrian circulation within the plan area by means of regional and local pathways. The regional pathway is intended to create connections through the plan area and to adjacent communities. Local pathways, including sidewalks and walkways, are intended to create an interconnected system within the plan area that is pedestrian and transit supportive.

10.2.2 Policies

(1) Regional Pathway

The regional pathway shall

- (i) be integrated into the site with minimal disturbance of the landform and natural vegetation, **BYLAW 25P2015**
- (ii) if it crosses private lands, be located within a public access easement registered against the title of the lands, and **BYLAW 25P2015**
- (iii) *extend through the Gateway, Village and Commercial Districts and provide connections to Bowness, Cougar Ridge and Canada Olympic Park.*
- (iv) *A regional pathway connection is planned to cross the Trans-Canada Highway via the interchange at Canada Olympic Drive / Bowfort Road. An additional pedestrian crossing may be considered will be built further east, as part of, or near the interchange of the Trans-Canada Highway and Sarcee Trail.* **BYLAW 25P2015**

(2) Local Pathways, Sidewalks and Walkways

The pathway, sidewalk and walkway system should be designed to

- (i) accommodate short, convenient and direct pedestrian connections to activity destinations,
- (ii) promote walking and cycling,
- (iii) support transit use, and
- (iv) connect to the regional pathway system,
- (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.* **BYLAW 25P2015**

(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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(4) Pedestrian Overpass

When development occurs within Development Block H, as a prior to release condition of development permit approval, the developer shall enter into an agreement with the City for one-half the cost of construction of, or payment for one-half the cost of construction of, a pedestrian overpass over the Trans-Canada Highway connecting the Plan Area with the community of Bowness to the north. The amount of the developer's contribution shall not exceed \$3 million.

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10.3 Transit Service

10.3.1 Purpose

The purpose of these policies is to provide for direct, convenient and efficient transit service within the plan area. It is anticipated that as development proceeds, the level of transit service will *adjust over time*, particularly in response to housing, retail and employment-oriented development. Certain sites may however remain beyond the preferred 400 metre walking distance radius. Residential development in the southern portion of the plan area will be served as part of the Cougar Ridge transit service.

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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.*
- BYLAW 25P2015**

11.0 SERVICING POLICIES

11.1 Utility Infrastructure

11.1.1 Purpose

The purpose of these policies is to ensure that adequate utility infrastructure is provided to serve development within the plan area. Any development within the area will need to be fully serviced with piped municipal utilities (water, sanitary sewer, and stormwater) as well as shallow utilities (gas, electrical and telecommunications). Utilities will need to be constructed prior to or in conjunction with the first phase of development, and rights-of-way and easements will need to be provided to accommodate the extension of utility services through the site.

11.1.2 Policies

(1) Municipal Utilities

- (a) Urban development within the plan area shall be serviced with piped municipal water, sanitary sewer and stormwater utilities.
- (b) Prior to land use approval, it shall be demonstrated that the subject site can be adequately serviced with piped municipal water, sanitary sewer and stormwater utilities.
- (c) The alignment and capacity of water distribution and feeder mains, sanitary sewer feeder mains and trunks, and stormwater feeder mains and trunks should be to the satisfaction of The City.
- (d) Utility rights-of-way, easements, and public utility lots shall be provided to accommodate municipal utilities as determined necessary.
- (e) A developer may be required to provide, or enter into an agreement to provide when required, utility rights-of-way or easements to accommodate the extension of utilities through a site in advance of development.

(2) Shallow Utilities

- (a) Urban development within the planning area shall be serviced with shallow utilities (i.e., gas, cable, electricity, telephone).
- (b) The location of all shallow utilities and the provision of rights-of-way and easements and related line assignments should be addressed to the mutual satisfaction of The City, the landowner and the related utility companies.
- (c) Utility rights-of-way and easements shall be provided to accommodate shallow utilities as determined necessary.

11.2 Water Distribution

11.2.1 Purpose

The purpose of these policies is to provide for suitable and efficient water servicing for the plan area. The area is serviced by two water pressure zones: the Spy Hill West Zone and the Broadcast Hill Zone to the south. The design and construction of the water distribution system for the plan area will be reviewed in accordance to The City of Calgary's "Design Guidelines for Subdivision Servicing" and "Standard Specifications for Waterworks Construction".

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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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11.2.2 Policies

(1) Design of Water Distribution System

The design and construction of the public and private water distribution systems for sites in the plan area shall be in accordance with established policies, guidelines and standards in effect.

(2) Analysis of Water Distribution System

As part of a Land Use Amendment application, a developer may be required to submit a report to demonstrate that the subject site can be serviced in accordance with overall design of the water distribution system for the area.

11.3 Sanitary Sewers

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".

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11.3.2 Policies

(1) Design of Sanitary Sewage System

The sanitary sewage system for the plan area shall be designed to adequately and efficiently serve the ultimate development of the area in accordance with established policies, guidelines and standards in effect.

(2) Analysis of Sanitary Sewer System

As part of an Outline Plan/Land Use Amendment application, a developer may be required to submit a sanitary sewer servicing analysis to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewer system for the area.

11.4 Stormwater Management

11.4.1 Purpose

The purpose of these policies is to provide for the design and development of a suitable and efficient stormwater management system to serve development within the plan area and adjacent roadways. The plan area can be serviced by gravity to the existing system located along the north boundary of the plan area. Discharge of drainage from the plan area will be controlled by on-site stormwater detention ponds *to meet runoff control targets*. These ponds will control discharge up to the 1:100 year storm event. The design of the stormwater management system will be reviewed in accordance with The City of Calgary's "Design Guidelines for Subdivision Servicing".

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11.4.2 Policies

(1) Design of Stormwater Management System

- (a) The stormwater management system shall be designed to adequately and efficiently serve the ultimate development of the area in accordance with established policies, guidelines and standards in effect.
- (b) The existing stormwater ponds on City-owned lands shall be retained and integrated into the stormwater management system, as determined appropriate.
- (c) Stormwater management facilities in the form of detention ponds or on-site storage facilities shall control the rate of discharge to the stormwater system to the north.
- (d) Where necessary, detention ponds should be sized to accommodate stormwater generated by the private parcels within the plan area.
- (e) Landowners of the private parcels shall be obligated to cost share for their portion of off-site stormwater facilities designed to accommodate contributing stormwater flows from their lands.

(2) Analysis of Stormwater Management System

As part of an Outline Plan/Land Use Amendment application, a developer shall

- (i) submit a Stormwater Management Plan consistent with the Master Drainage Plan as approved by the Province and the City, and
- (ii) to demonstrate that the site can be serviced in accordance with the overall design of the stormwater management system for the area.

(3) Best Management Practices for Stormwater Management

- (a) As part of the preparation of a Stormwater Management Plan, “best management practices” and alternatives for stormwater quality and quantity enhancement shall be assessed with regard to
 - (i) developing stormwater facilities with the use of both source control and end-of-pipe solutions, and
 - (ii) introducing naturalized methods, such as natural wetlands, to mitigate the effects of stormwater run-off on the Bow River.
- (b) The stormwater management system shall be designed to
 - (i) operate on a gravity basis and utilize the existing ice ponds in an environmentally compatible manner, and
 - (ii) introduce mitigation measures where determined appropriate to address the potential impact of water quality on existing waterways including the Bow River.

12.0 GROWTH MANAGEMENT POLICIES

12.1 Financing of Growth

12.1.1 Purpose

The purpose of these policies is to address the timing (rate) of urban growth as determined through the Land Use Amendment process in relation to the financing of transportation and utility infrastructure improvements necessary to serve such growth. Infrastructure improvements would be funded by The City and the developer. A developer's requirements to finance infrastructure improvements would normally be addressed through the Standard Development Agreement or, in select circumstances, a Special Development Agreement. The City's financing requirements for infrastructure improvements are subject to the municipal budgeting process.

12.1.2 Policies

(1) Financing of Development

Unless otherwise provided for through a policy within this Plan, any expenditure for improvements proposed within the Plan shall be funded in accordance with the standard practice for land development in effect at the time the facilities or improvements are being considered.

(2) Financing by The City

Any public expenditures for improvements or municipal programs proposed within this Plan that are to be funded by The City shall be

- (i) subject to The City's capital budgeting priorities and approval process, and
- (ii) evaluated in relation to the needs of other areas and city-wide spending priorities.

(3) Financing by Developer

- (a) As and when subdivision and/or development proceeds on a parcel of land, and in accordance with the Standard Development Agreement in place at the time, a developer shall pay an appropriate share of the costs of infrastructure required to service a site.
- (b) A developer may be required to finance, or enter into an agreement to finance as required, the costs associated with the extension of municipal utilities or roads through an adjacent site in order to service its own site.
- (c) Where a developer finances the cost of extending infrastructure that would normally be financed by an adjacent developer, an endeavour to assist from the benefiting developer will be provided for in accordance with the Standard Development Agreement.

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- (d) Where a developer finances the cost of extending infrastructure that would normally be financed by The City, The City shall enter into a servicing and financing agreement with the developer that details the facilities to be constructed and the method and timing of cost-recovery to the developer.
 - (e) Each developer shall pay applicable acreage assessments.

12.2 Co-ordination of Growth

12.2.1 Purpose

The purpose of these policies is to provide for co-ordination between the Land Use Amendment process and the budgeting process for publicly-financed utility and transportation infrastructure necessary to service growth within the plan area. The policies identify the basic options that Council may exercise where co-ordination issues arise. These options would typically need to be exercised at the Land Use Amendment stage.

12.2.2 Policies

(1) Co-ordination of Land Use Approval and Budgeting Priorities

The Land Use Amendment process and the budgeting process for municipally or provincially-financed transportation and utility infrastructure improvements are required to be financed by the Province or The City to serve the proposed development,

- (i) a commitment from the Province or The City to undertake the financing of the infrastructure improvements shall be received, or
- (ii) the matter shall be addressed in some other manner satisfactory to Council, including but not restricted to,
 - (A) entering into a Special Development Agreement with the developer that addresses funding requirements for infrastructure improvements,
 - (B) granting land use approval to enable development to proceed and realigning budgetary priorities accordingly,
 - (C) granting land use approval to enable development to proceed and continuing to monitor the situation in relation to budgeting priorities, or
 - (D) withholding land use approval, or otherwise placing limitations on development, until such time as the funding for the required infrastructure improvements is resolved.

12.3 Decisions on Growth

12.3.1 Purpose

The purpose of these policies is to provide a decision-making process to resolve any major growth management issues in advance of an Outline Plan/Land Use Amendment application proceeding to the Calgary Planning Commission or Council. The process will involve identifying any major issues at the pre-application stage and where appropriate referring these issues to the Growth Management Steering Committee or other Council appointed body and, if necessary, Calgary Planning Commission and Council for a decision. The intent of the process is to address fundamental infrastructure financing issues early on in the process recognizing that such issues may significantly affect a decision on an Outline Plan/Land Use Amendment application.

12.3.2 Policies

(1) Resolution of Growth Management Issues

- (a) Prior to submission of a Land Use Amendment application, a developer should meet with the Administration to review the proposal with respect to its conformity with policies of this section.
- (b) Where issues are identified through the Land Use Amendment process concerning the policies contained in this section, a developer should be encouraged and given the opportunity to address and resolve those issues at the pre-application stage or the initial application stage recognizing that such issues may be fundamental to the support and approval of an application.

(2) Growth Management Review

Where determined necessary, a pending or outstanding Land Use Amendment application that presents issues relative to the funding of municipal capital projects necessary to support the proposal may be referred to a specially appointed growth management review committee for a recommendation.

13.0 IMPLEMENTATION POLICIES

13.1 Approval Process

13.1.1 Purpose

The purpose of these policies is to provide for the implementation of this Plan. While the implementation will be achieved through many different planning initiatives, the principal means of implementation will occur through the Land Use Amendment process. Under this process, lands are retained within a holding district such as the Urban Reserve District, Land Use Bylaw No. 2P80. Once it is determined appropriate for urban development to proceed, Council will redesignate lands to the applicable residential, commercial, recreational or other Land Use Districts. A proposed redesignation should comply with the policies of this Plan.

13.1.2 Policies

(1) Land Use Approval

- (a) The timing, direction, and extent of development within the plan area shall be determined primarily through the Land Use Amendment process, which will establish the land use pattern for the area and enable subdivision and development to proceed.
- (b) The land use designations in effect at the time of approval of this Plan shall
 - (i) continue to apply in accordance with the provisions of the Municipal Government Act, and
 - (ii) remain in effect until it is determined appropriate to redesignate the lands to appropriate districts in accordance with the policies of this Plan.
- (c) Notwithstanding any other policy in this Plan, the redesignation of a parcel from a holding district to another Land Use District or the issuance of a development permit for a use within the Land Use District in effect, shall not occur unless an appropriate legal and physical access to the parcel exists.

(2) Supporting Information

In conjunction with a Land Use Amendment application, supporting plans and analysis, including the information identified in Appendix C and D, considered necessary to evaluate the application in terms of its compliance with the policies of this Plan, or in respect to other issues, shall be submitted.

13.2 Intermunicipal Referral Process

13.2.1 Purpose

The purpose of these policies is to provide for the circulation and evaluation of Land Use Amendment applications to the Municipal District of Rocky View in relation to the provisions of the M.D. of Rocky View/City of Calgary Intermunicipal Development Plan (IDP). This IDP, approved by the Councils of the Municipal District and The City, identifies an area of mutual interest within both municipalities and establishes policies and processes for dealing with issues that may arise within this area. This area of mutual interest currently extends into Canada Olympic Park.

13.2.2 Policies

(1) Intermunicipal Referral

- (a) An Outline Plan or Land Use Amendment application comprising any lands within the M.D. of Rocky View / City of Calgary Intermunicipal Development Plan Area, and a Subdivision application and Development Permit application as referenced in the Plan, shall be referred to the Municipal District of Rocky View for review and evaluation in relation to the policies of the IDP.
- (b) The referral of a Land Use Amendment application to the Municipal District of Rocky View shall be subject to the provisions of the IDP.

13.3 Previous Planning Approvals

13.3.1 Purpose

The purpose of these policies is to recognize land use and development permit decisions that have previously occurred within the plan area. Accordingly, approved legal uses that exist at the time of approval of this Plan will be considered to comply with the policies contained within the Plan. Similarly, legally permitted uses allowed under the Urban Reserve District or any other district in effect at the time of approval of this Plan will be considered to comply with the Plan. As determined appropriate, temporary uses that do not compromise the ultimate land use pattern identified for a site may be allowed.

13.3.2 Policies

(1) Existing Development

- (a) An approved use that existed on a site at the time of adoption of this Plan
 - (i) shall be considered to be in compliance with the policies of this Plan, and
 - (ii) may be allowed to undergo improvements or compatible, minor expansion subject to a specific evaluation of the proposal.

-
- (b) Permitted uses in the Urban Reserve District, or any other Land Use District in effect at the time of adoption of this Plan, shall be considered to be in compliance with the policies of this Plan.

(2) Temporary Uses

- (a) A temporary use that is not specifically identified for a site within the applicable Land Use Area shown on the Land Use Concept map may be allowed provided the use
 - (i) does not compromise the future planned use of the site, and
 - (ii) is determined to be compatible and appropriate in the context of the area.

13.4 Special Agreements

13.4.1 Purpose

The purpose of these policies is to provide for a special agreement to be entered between The City and *land* owners to address such matters as road and utility right-of-way and reserve dedication and the construction obligations of the developer for major infrastructure improvements. This agreement would be required at the land use approval stage.

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13.4.2 Policies

(1) Special Agreement

- (a) Prior to land use approval, *land* owners should be required to enter into a special agreement with The City.
- BYLAW 25P2015**
- (b) The special agreement may address, but not be limited to, such matters as
 - (i) the dedication of public road rights-of-way within the site when required,
 - (ii) the dedication of public utility lots for stormwater facilities,
 - (iii) the dedication of reserve land or the payment of money-in-lieu of reserve,
 - (iv) the provision of rights-of-way or easements for public utilities,
 - (v) the provision of easements for access,
 - (vi) the construction of roads and utility improvements, including any off-site improvements, and
 - (vii) the management and enforcement of the short term leasing arrangements for athletes housing.

13.5 Notification of Land Use Amendment Application

13.5.1 Purpose

The purpose of these policies is to provide notification of Outline Plan/Land Use Amendment application(s) to specific adjacent communities and special interest groups through the circulation process.

13.5.2 Policies

(1) Circulation

An Outline Plan/Land Use Amendment application shall be circulated to the following for comment:

- (a) Coach Hill/Patterson Heights Community Association;
- (b) Valley Ridge Community Association;
- (c) East Paskapoo Preservation Society;
- (d) Edworthy Park Heritage Society;
- (e) Society of Bowness Residents;
- (f) Bowness Community Association.

14.0 INTERPRETATION

14.1 General Definitions

The following general definitions shall apply:

- (1) **Approving Authority** means the Subdivision Authority, Development Authority or Subdivision and Development Appeal Board of The City of Calgary, as the case may be;
- (2) **Calgary Planning Commission** means the Calgary Municipal Planning Commission constituted under the Municipal Planning Commission Bylaw;
- (3) **Council** means the Council of The City of Calgary;
- (4) **Disturbed Land** means an area within a site that has been graded or otherwise developed with buildings, structures, utilities or other improvements that render the lands of low environmental significance but excludes any ravines or watercourses that have been graded or otherwise developed; and, for the purposes of this Plan, the disturbed lands existing at the time of approval of this Plan located below the top-of-bank of the escarpment within the Residential Area and Residential / Mixed Use Area are generally depicted on the Potentially Disturbed Areas map in Part 2, Supporting Information, and will be subject to refinement at the Land Use Amendment stage;
- (5) **Gross Area** means the total area of land contained within the property lines of a site;
- (6) **Gross Developable Area**, for the purpose of calculating density, means the gross area of a site, that is or will be the subject of an outline plan or subdivision application, excluding environmental reserve, expressways, freeways and interchanges, commercial and private recreational sites greater than 2.4 hectares in size, and any land purchased by The City or the Joint Use Co-ordinating Committee;
- (7) **Holding District** means the Urban Reserve District within the Land Use Bylaw, or an equivalent district, that retains land at a low intensity of development pending redesignation to a land use district that accommodates urban subdivision and development;
- (8) **Net Developable Area**, for the purpose of calculating density, means the gross area of a site that is or will be the subject of a development permit application.

14.2 Land Use Definitions

The following land use definitions shall apply:

- (1) **Accessory Use** means the use of land, buildings or structures for a purpose that is incidental or subordinate to the principle use of the site;
- (2) **Athlete Housing Use** means the use of land, buildings or structures for the purpose of providing temporary or short term accommodation for athletes that are training or competing within Canada Olympic Park and other training facilities, and includes either
 - (i) a dormitory or residence for such athletes containing residential suites with common facilities or amenities serving the project such as dining rooms, bathrooms, recreation rooms or laundry rooms, or
 - (ii) residential accommodation for such athletes that is available for rent or occupation for periods not exceeding 30 days;
- (3) **High Density Residential Use** means a residential use that is determined to be high density under the Land Use Bylaw;
- (4) **Institutional Use** means the use of land, buildings or structures for the purpose of religious, charitable, educational or health activities and may include, but is not limited to, places of worship, public or private schools and daycare centres;
- (5) **Local Commercial Use** means the use of land, buildings or structures for the purpose of providing goods and service on a limited scale to tourists, athletes or the general public and may include, but is not limited to, convenience grocery stores and restaurants;
- (6) **Low Density Residential Use** means a residential use that is determined to be low density under the Land Use Bylaw;
- (7) **Medium Density Residential Use** means a residential use that is determined to be medium density under the Land Use Bylaw;
- (8) **Office Use** means the use of land, buildings or structures for the purpose of conducting executive, professional, research, administrative or similar affairs of business including ancillary services for office workers, and may include but is not limited to, administrative offices, consultant offices and research offices;
- (9) **Public Use** means the use of land, buildings or structures for the purpose of accommodating public or quasi-public services, utilities or facilities and may include, but is not limited to, essential public services, municipal utilities and public facilities;
- (10) **Employment-Oriented Use** means an office use or other non-commercial business use that requires a significant number of employees as an integral part of its operation and is considered to be a compatible and appropriate use within a suburban business park;

-
- (11) **Recreational Use** means the use of land, buildings or structures for the purpose of active or passive leisure pursuits, sporting activities and other customary and usual recreational pursuits and may include, but is not limited to, ice skating rinks, sport fields, recreational centres, parks, and playgrounds;
- (12) **Residential Use** means the use of land, buildings or structures for a residential purpose and may include, but is not limited to, single-detached dwellings, semi-detached dwellings, duplex dwellings, townhouses, apartments and secondary dwellings;
- (13) **Retail Commercial Use** means the use of land, buildings or structures for the purpose of selling retail goods and services to the final consumer, and includes the storage of merchandise on or about the premises in quantities sufficient to supply the establishment, and includes, but is not limited to, grocery stores, restaurants, entertainment facilities, and financial institutions;
- (14) **Secondary Dwelling** means a small-scale ancillary residential unit developed in conjunction with a single-detached dwelling, and includes a studio suite and an accessory suite;
- (15) **Service Commercial Use** means the use of land, buildings or structures for the purpose of providing goods and services on sites dependent upon exposure and efficient access from roads carrying higher volumes of traffic and may include, but is not limited to, hotels, motels, restaurants and convenience grocery stores;
- (16) **Similar Use** means the use of land, buildings or structures for a purpose that is similar in form or function to a use identified within a land use area within the Plan but does not meet the definition of that use in all respects;
- (17) **Single-Detached Dwelling** means a residential building containing only one dwelling unit but does not include a mobile home;
- (18) **Temporary Use** means a use of land that involves low capital investment in buildings or structures, can be readily removed once urban development is imminent, can be regulated through pre- established timelines under the land use controls in effect and will not, in any way, compromise the ultimate planned use for the site.

Part 1 Appendices

CANADA OLYMPIC PARK
& ADJACENT LANDS
AREA STRUCTURE PLAN

APPENDIX A

DESIGN GUIDELINES

A.1 APPLICATION

These Design Guidelines address development with regard to its interface treatment, slope-adaptive design, *visual impact and built form*. The guidelines are to be incorporated into the land use controls and outline plan conditions applied to the site; or, introduced directly through the subdivision and development permit approval processes. Inherent in the guidelines is the recognition that alternative design solutions are possible. As such, the guidelines are intended to be applied in a flexible manner, and may be varied or revised as determined appropriate provided that it can be demonstrated that the proposed design is equivalent to or an improvement over what would be achieved if the guidelines were followed. In an effort to reach the optimal design solution, it is anticipated that negotiation, trade-offs and innovation will occur in relation to the guidelines.

BYLAW 25P2015

A.2 INTERFACE TREATMENT

A.2.1 Purpose

The purpose of these guidelines is to:

- (a) *recognize that a successful interface between development within the plan area and existing conditions, particularly the interface between development and the Paskapoo Slopes Natural Area, is critical to the realization of the plan's goals; and*
- (b) *endeavour to ensure that compatibility, accessibility, and esthetic quality are of paramount importance in these interfaces.*

BYLAW 25P2015

A.2.2 Guidelines

(1) South Perimeter Interface

- (a) A landscaped berm shall be provided along the south boundary of the Recreation (Ski Hill) Area to screen appropriateness of residential development from the ski hill activities.
- (b) A small-scale and suitably landscaped parking lot shall be provided from the 85 Street access road to the ski hill.
- (c) A suitable and compatible transition shall be provided between future residential development within the Residential Area and existing residential development within the Cougar Ridge community.
- (d) Access to the ski hill shall be provided from the 85th Street road so that skiers and visitors can enter the ski hill at either the north or south ends.

- (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.*
 - (i) *environmentally sensitive transitions between Paskapoo Slopes Natural Area and development;*
 - (ii) *landscaping design in the transition area which complements the ecological function of the natural space;*
 - (iii) *appropriate interface to prevent encroachment of invasive species into the Paskapoo Slopes Natural Area;*
 - (iv) *connectivity from the Paskapoo Slopes Natural Area into the development site at appropriate locations in accordance with Sections 5.6.2(2)(k), 5.7.2(2)(i) and 5.8.2(2)(i); and*
 - (v) *esthetically pleasing and complete streetscapes.*

BYLAW 25P2015

(2) North Perimeter Interface

In recognition that Canada Olympic Park and Adjacent Lands will serve as part of the western gateway to the city, development along or directly visible from the Trans Canada Highway should provide for

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- (i) a high quality architectural design,
- (ii) appropriate building height and massing, and
- (iii) suitable interface treatment in terms of yards, landscaping, fencing and screening

(3) West and East Perimeter Interface

In recognition that Stoney Trail and Sarcee Trail will serve as high traffic arteries in the city, development along or directly visible from these roadways should provide for

- (i) a high quality of architectural design,
- (ii) appropriate building height and massing, and
- (iii) suitable interface treatment in terms of yards, landscaping, fencing and screening.

(4) Internal Interface Treatment

The interface treatment between the different land uses within the plan area should be appropriate and compatible.

A.2.3 Analysis

(1) Interface Analysis

- (a) In conjunction with a Land Use Amendment application or, if determined appropriate, a Development Permit application, an Interface Analysis should be submitted to address the interface treatment between adjacent sites.
- (b) An Interface Analysis should include plans and information showing
 - (i) the interface conditions that will exist, and
 - (ii) the interface treatment measures to be introduced.

A.3 SLOPE ADAPTIVE DESIGN

A.3.1 Purpose

The purpose of these guidelines is to ensure that development located on the escarpment is designed in a slope-adaptive manner. The guidelines apply to development, including utilities, roadways, and trails, located on sloping lands below the top of bank of the escarpment as shown on the Land Use Concept map including lands within the Residential Area, Residential / Mixed Use Area, *Paskapoo Slopes Natural Area*, and Recreation (Ski Hill) Area as well as escarpment lands within the Employment Area. Lands above the top of bank of the escarpment or flatter lands at the base of the escarpment will not be subject to the guidelines. The guidelines address site grading, vegetation retention, built form, site design and restoration measures, and require the submission of a Slope-Adaptive Development Analysis in conjunction with a Land Use Amendment application.

BYLAW 25P2015

A.3.2 Guidelines

(1) Site Grading

Development of a site should

- (i) utilize the natural topography and avoid mass grading to create extensive level areas,
- (ii) not significantly change natural drainage patterns in order to reduce the potential for erosion and instability, and
- (iii) minimize the use of retaining walls with any such walls not to exceed 1.8 metres (6.0 feet) in height, or 15.0 metres (50 feet) in length. Variances may be warranted if retaining walls are fully integrated within buildings or if the site incorporates landscape and architectural enhancements applied to retaining walls.

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(2) Vegetation Retention

Development of a site should

- (i) ensure that the maximum amount of existing natural vegetation is retained,
- (ii) be integrated with the existing natural vegetation, and
- (iii) provide for the restoration of existing natural vegetation elsewhere on a site where such vegetation is removed to accommodate buildings or other forms of development.

(3) Built Form

Development on a site should

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

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(4) Site Development

Development of a site should ensure that utilities, roadways and pathways avoid, insofar as possible,

- (i) cut and fill,
- (ii) cross-contour vertical segments, and
- (iii) land of higher environmental significance.

(5) Trail System

- (a) Recognizing the technical and international standards governing the multi-use trail system, the design of the system should ensure that
 - (i) important natural features are avoided, wherever possible,
 - (ii) impacts on the escarpment through grading or vegetation removal are minimized, and
 - (iii) development occurs in a complementary and compatible manner.
- (b) Restoration of graded or disturbed lands resulting from the development of the multi-use trail system should be provided.
- (c) For multi-use trails within environmental reserve parcels, a Biophysical Impact Assessment report and other studies that address the design and impact of the multi-use trail system on the natural environment should be submitted at the Development Permit stage as part of the evaluation process.

BYLAW 32P2021

(6) Restoration Measures

Development of a site should provide for the restoration of lands of higher environmental significance, where the lands

- (i) contain ravines or watercourses, that have been filled or disturbed in the past,
- (ii) will be subject to grading or disturbance associated with the alignment of utilities, roadways, pathways, or trails, and
- (iii) are disturbed as a result of construction or other development activities.

A.3.3 Analysis

(1) Slope Adaptive Development Analysis

- (a) A Slope Adaptive Development Analysis should be submitted in conjunction with an Outline Plan application, or, if determined appropriate, a Development Permit application. **BYLAW 32P2021**
- (b) A Slope Adaptive Development Analysis should contain such information as determined necessary including, but not limited to,
 - (i) a preliminary grading plan showing cut-and-fill areas, retaining walls and drainage swales,
 - (ii) a treed vegetation plan showing the existing stands of trees to be retained and removed,
 - (iii) a building design plan showing the design and elevations of the buildings in relation to the topography,
 - (iv) a site development plan showing the alignment of roadways, utilities and trails within the site, and
 - (v) a restoration plan showing the manner in which disturbed lands will be restored.

A.4 VISUAL COMPATIBILITY

A.4.1 Purpose

The purpose of these guidelines is to ensure that development within the plan area is as visually compatible and unobtrusive as possible when viewed from the Trans Canada Highway. The guidelines will apply to all sites within the plan area.

A.4.2 Guidelines

(1) Setbacks

- (a) An 18 metre setback for buildings or other development, as identified through the land use controls or subdivision conditions applied to a site, should be provided from the top-of-bank of the escarpment.
- (b) At the subdivision approval or development permit approval stage
 - (i) a plan of survey shall be submitted to define the required setback boundary from the top-of-bank of the escarpment, and
 - (ii) a restrictive covenant identifying the setback area and the development that is prohibited within that area, should be registered against the title of any affected lots.

(2) Height

Buildings should not exceed three stories in height unless it is determined that

- (i) the additional building height can be suitably mitigated through landscaping, design or other measures when viewed from the Trans Canada Highway, or
- (ii) the building will be
 - (A) located at the base of the escarpment along the Trans Canada Highway, and
 - (B) visually consistent in character and appearance with the surrounding development.

(3) Orientation

- (a) For developments immediately adjacent to the Trans-Canada Highway, site design should incorporate variations in building setbacks, orientation, and grades to mitigate the visual impact of development and avoid a "wall" or "string" of development along the slope. These developments should incorporate variations in:
 - (i) building length,
 - (ii) building setbacks and step-backs,
 - (iii) massing and grade changes to prevent creation of "wall" or "string development",
 - (iv) elevation treatment through creative interplay of primary and secondary architectural elements, balconies, rooflines, and
 - (v) colour and texture of materials.
- (b) Pitched roofs, stepped-back buildings and breaking long, linear rooflines into smaller, pitched segments should be introduced, where determined appropriate, to break up the visual mass of buildings.

BYLAW 32P2021

(4) Retaining Walls

Retaining walls should be

- (i) of uniform design and construction to ensure consistency of appearance within a development area, and
- (ii) finished with natural materials, or textured concrete, which complement the natural setting, with pressure treated wood materials discouraged.

A.4.3 Analysis

Visual Impact Statement

- (a) A Visual Impact Statement should be submitted, in conjunction with a Land Use Amendment application or, if determined appropriate, a development permit application, on lands adjacent to the Trans Canada Highway or on sloping lands that are highly visible from the Trans Canada Highway.
- (b) A Visual Impact Statement should include
 - (i) perspectives, cross-sections, site plans and other information necessary to evaluate the visual impact of the project,
 - (ii) building and site design measures introduced to mitigate the visual impact of the project, and
 - (iii) such other information as determined necessary.

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

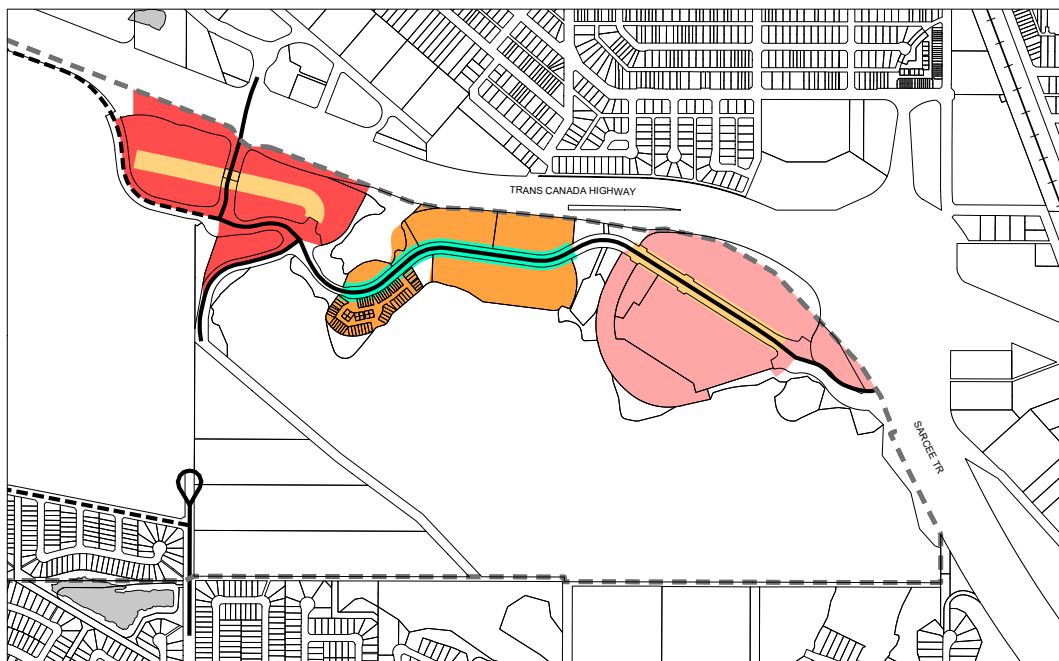
(1) General Design Guidelines

32P2021

- (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 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 Main Streets and Residential Main Street shall be designed to enhance and activate the public realm.*
- (d) *Developments along the 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 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 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.*

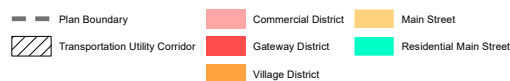
- (j) Development of sloping land is subject to the City of Calgary Slope Adaptive Development Policy and Guidelines and Conservation Planning and Design Guidelines.
- (k) Development applications shall meet high levels of environmental leadership and low impact development, including:
 - (i) wildlife connectivity;
 - (ii) methods to reduce wildlife conflicts;
 - (iii) Bird Friendly Urban Design Guidelines;
 - (iv) minimized interface between surface parking and the Paskapoo Slopes Natural Area; and
 - (v) inclusion of a report from a qualified environmental consultant representing that the submission meets these high levels of current environmental standards and practices.
- (l) In addition to the overall goal of achieving the desired densities for this site within the development boundaries identified in the Plan, architecture and site design should respond to the existing topography and ecosystem by incorporating the principles of sustainable architectural design such as careful material selection for buildings to balance long-term energy use with minimized embodied energy in the materials themselves, specifying locally sourced products and materials where possible.
- (m) Buildings should incorporate slope adaptive developments where appropriate in accordance with Section A.3.

BYLAW 25P2015, 32P2021



Map 5

Main Streets



AMENDED: 32P2021

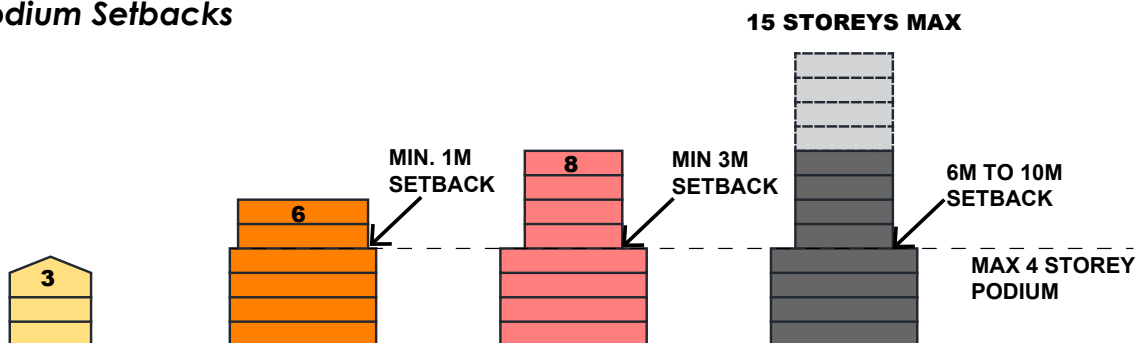
BYLAW 25P2015

(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. Other design options will be considered based on the proposed design and any specific needs or requirements identified; **BYLAW 32P2021**
 - (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 architectural treatments and building design that reflect narrow storefronts (as a guideline, a width of 10 metres is considered a useful benchmark) and frequent entries in commercial areas to help create strong visual interest, regardless of the size of use, and enable an easier transition to future smaller units if that opportunity occurs in the future. **BYLAW 32P2021**
 - (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 6 Building Height. **BYLAW 32P2021**
- (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.

BYLAW 25P2015

Podium Setbacks



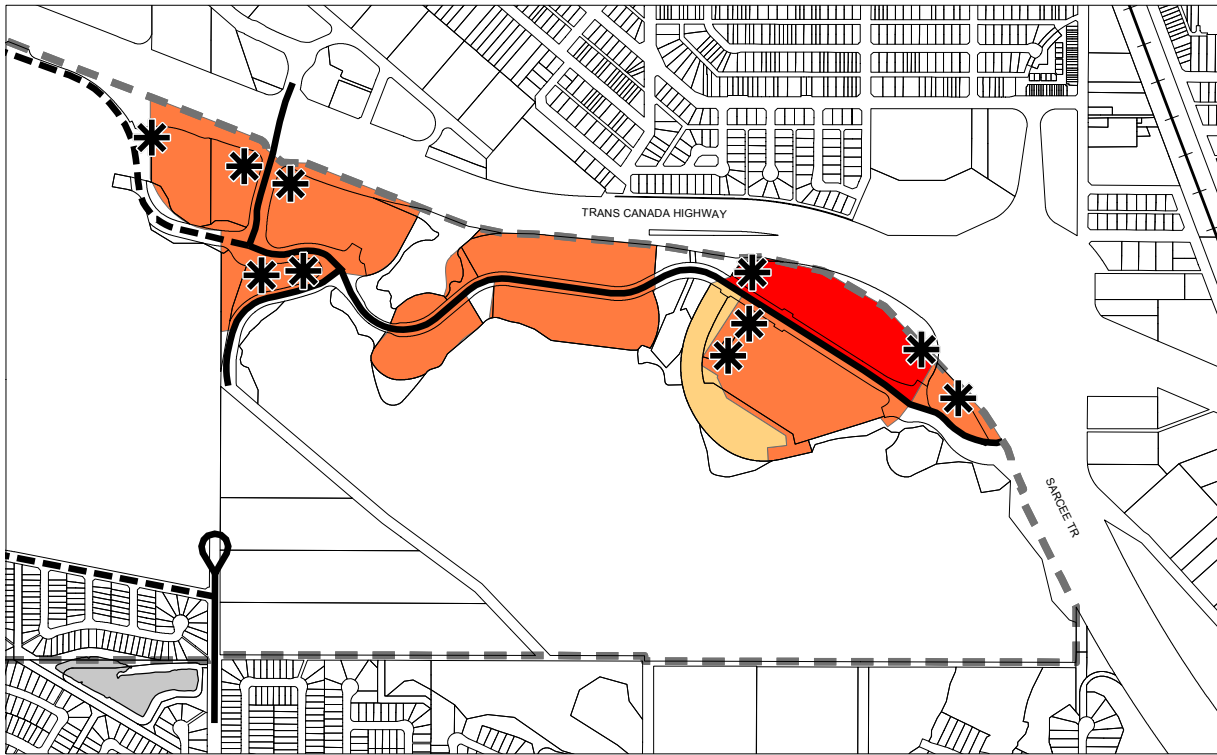
BYLAW 25P2015

(3) Prominent Building Design and Review

- (a) The number and general location of Prominent Buildings are identified in Map 6 Building Height. The exact location of each prominent building may vary at the discretion of the Development Authority. **BYLAW 32P2021**
- (b) Only one tower shall be allowed at each location identified in Map 6 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 should include special architectural attention through massing, step-backs, roof amenity space, screening and proper housing of roof top mechanical and communication equipment, **BYLAW 32P2021**
 - (iii) as per the above figure, prominent buildings should have a minimum 6.0 metre setback from the edge of the podium above the sixth storey. **BYLAW 19P2019, 32P2021**
- (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.

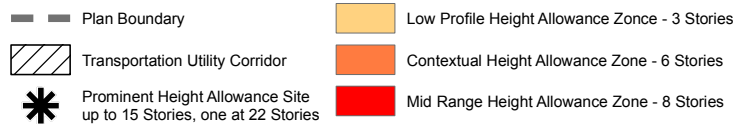
- (g) The design review should also consider other aspects of proposed buildings such as aesthetic quality and environmental sustainability as deemed appropriate.

BYLAW 25P2015



Map 6

Building Height



BYLAW 19P2019

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

(1) Parking Orientation

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

BYLAW 32P2021

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

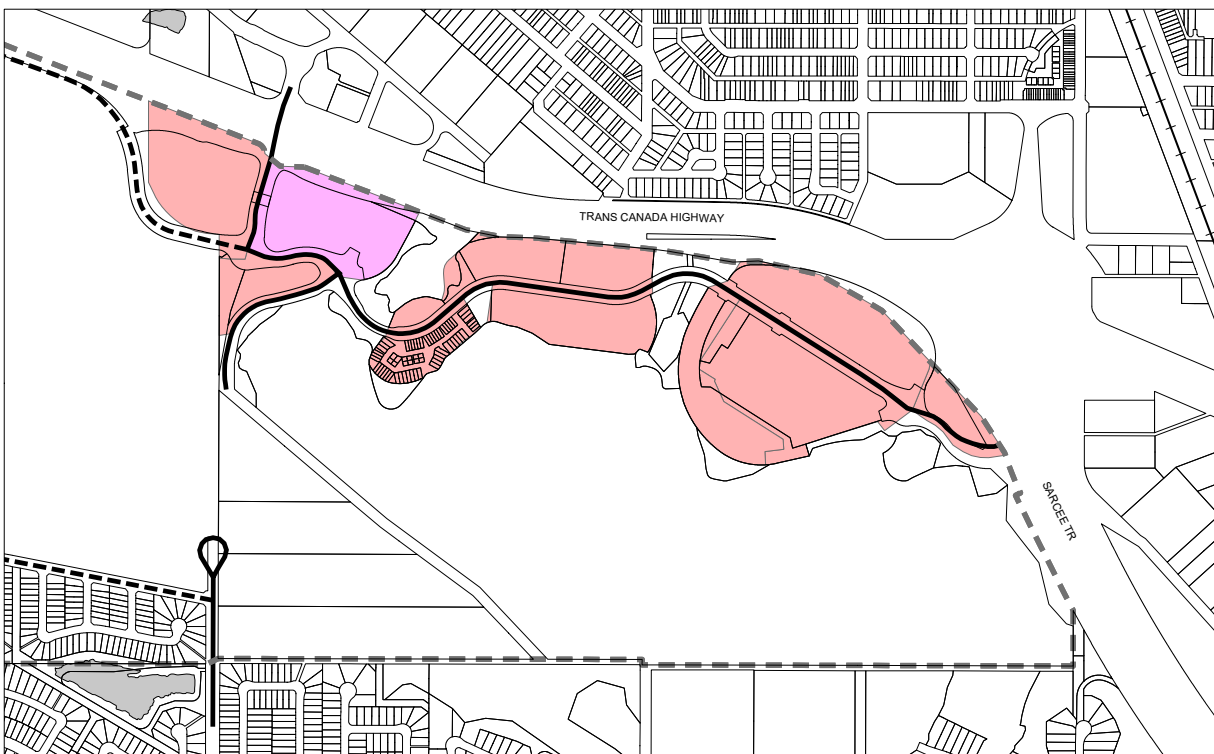
BYLAW 32P2021

- (c) Motor vehicle parking lots shall not be permitted adjacent to the Main Street. Limited surface parking may be provided for temporary drop-off areas associated with residential, hotel or similar uses provided they do not impact pedestrian safety or interfere with pedestrian routes and pathways. Parking

locations will be further evaluated at the development permit stage to the satisfaction of the Development Authority. **BYLAW 32P2021**

- (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.
- (h) Surface parking should be designed to visually integrate with the Paskapoo Slopes Natural Area through the additional landscaping treatments.

BYLAW 25P2015



Map 7

Parking Allocation

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

AMENDED: 32P2021

BYLAW 25P2015

(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.*

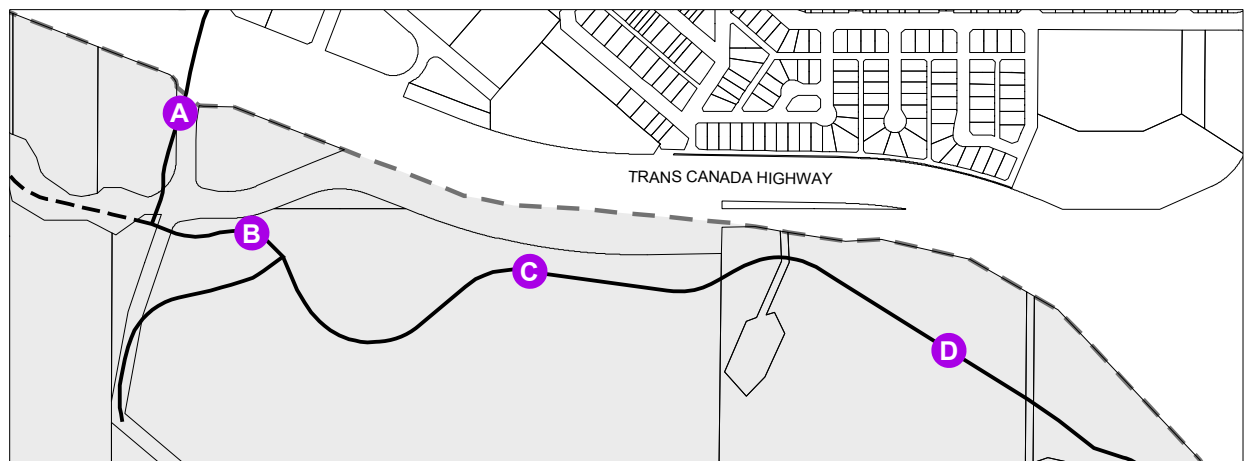
(3) Loading and Servicing

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

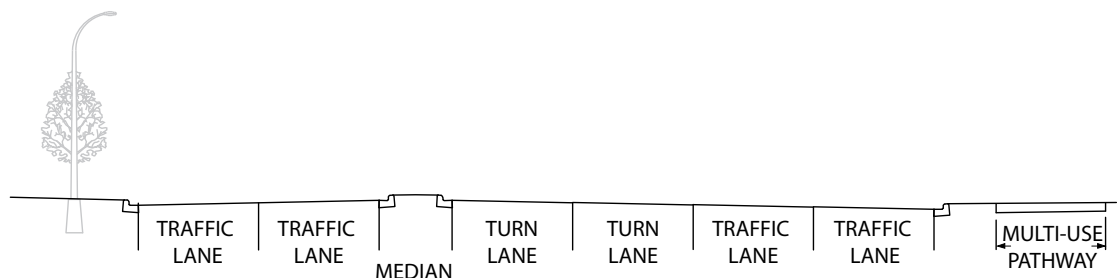
A.5.4 Street Cross-Sections

- (a) The street cross-sections shown in the figures below depict the general configuration of streets in the Gateway, Village and Commercial Districts.
BYLAW 32P2021
- (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.
BYLAW 25P2015

Street cross-sections key **BYLAW 25P2015**

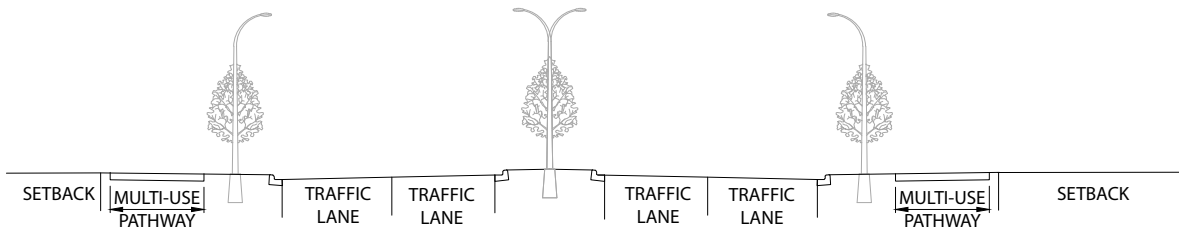


Street cross-section A: Canada Olympic Drive SW **BYLAW 25P2015, 32P2021**



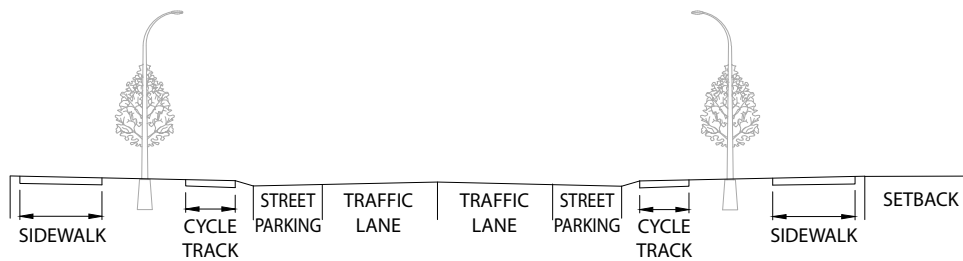
Street cross-section B: Canada Olympic Drive SW

BYLAW 25P2015, 32P2021



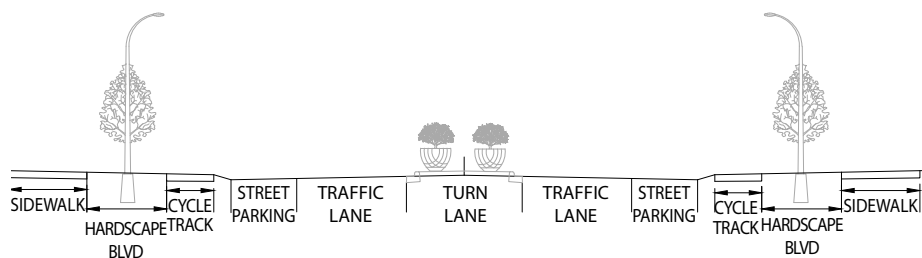
Street cross-section C: Village District

BYLAW 25P2015, 32P2021



Street cross-section D: Commercial District

BYLAW 25P2015, 32P2021



APPENDIX B PHASING GUIDELINES

B.1 APPLICATION

The Phasing Guidelines apply to the initial phase of development allowed within the plan area. This phase comprises Core Recreational Development that can be approved on lands owned by the Canada Olympic Development Association prior to the construction of an interchange at the Trans Canada Highway / Bowfort Road intersection. Minor changes to the type and scale of the uses identified in the table may be allowed, provided that suitable capacity exists at this intersection to accommodate the change. Major changes will require the submission of an updated Transportation Impact Analysis and an amendment to the Plan.

B.2 CORE RECREATIONAL DEVELOPMENT

NEW DEVELOPMENT	BUILDING SIZE
Athletic Development Centre	6100 m ²
Nordic Facility	1200 m ²
National Ice Complex	15000 m ²
Private School	80 students
Athlete Housing	150 units
Ancillary Offices	1800 m ²
NOTE: Development within Canada Olympic Park and the plan area that existed prior to the approval of this Plan is also considered to be appropriate and has been accounted for in the transportation capacity analysis for the Trans Canada Highway / Bowfort Road intersection.	

APPENDIX C

CONCEPTUAL PLANNING GUIDELINES

C.1 APPLICATION

These Conceptual Planning Guidelines identify the Concept Plans and Context Plans that will be required at the Land Use Amendment stage to assist in the evaluation of a proposal. These various plans will need to be reviewed and approved by the Calgary Planning Commission (CPC).

C.2 CONCEPT PLANS

C.2.1 Purpose

The purpose of these guidelines is to provide for a comprehensive evaluation of a proposal within the plan area through the submission of concept plans that address design, servicing, transportation and other matters. These plans will include:

- an Outline Plan, to be submitted in conjunction with a Land Use Amendment application where the future subdivision of a site is proposed
- an Area Concept Plan, to be submitted in conjunction with a Land Use Amendment application where no future subdivision of a site is proposed.

C.2.2 Guidelines

(1) Outline Plan

Where the future subdivision of a site is proposed in conjunction with a Land Use Amendment application, an Outline Plan should be approved for the site by the CPC prior to Land Use approval being granted by Council.

(2) Area Concept Plan

Where the future subdivision of a site is not proposed in conjunction with a Land Use Amendment application, an Area Concept Plan should be approved for the site by the CPC where the nature of the future development introduces issues relating to road access, natural area conservation, integrated utility servicing and similar matters that need to be resolved in a comprehensive manner.

C.3 CONTEXT PLANS

C.3.1 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 concept or shadow plans that provide a context for the proposal. These plans will include:

- a Site Context Plan, to be submitted in conjunction with a Land Use Amendment application to demonstrate that the size and configuration of the site is suitable to accommodate the intended future development project on that site
- a Shadow Context Plan, to ensure that the design of the site will retain viable development options for adjacent lands.

C.3.2 Guidelines

(1) Site Context Plan

- (a) Where a site is being proposed for land use approval and it is determined that the size and configuration of the site relates in a specific manner to the intended future development proposed for that site, prior to land use approval being granted, a Site Context Plan for the site should be submitted that demonstrates the suitability of the site to accommodate that future development.
- (b) A Site Context Plan should be provided for information purposes only and have no formal or legal status.

(2) Shadow Context Plan

- (a) Where a site is being proposed for land use approval, a Shadow Context Plan should be submitted for the immediately adjacent lands to assist in the evaluation of the proposed land use and design of the subject site.
- (b) A Shadow Context Plan should
 - (i) contain a design for the immediately adjacent lands demonstrating that
 - (A) these lands can be developed in the future in a co-ordinated manner with the subject site, and
 - (B) a potential viable design option for these lands will be retained with the development of the subject site, and
 - (ii) be provided for information purposes only and have no legal or formal status.

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 the Approving Authority.**
- (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.*
- (d) The applicant shall consult with surrounding communities as part of the Development Permit application review process in order to address siting and positioning of towers.*
- (e) A waste management plan, describing measures that will prevent wildlife attraction and conflict in the development blocks shall be submitted with a Development Permit application.*

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APPENDIX D PLANNING EVALUATION GUIDELINES

D.1 APPLICATION

These guidelines identify the specific studies and analysis that will need to be undertaken at the Land Use Amendment stage to assist in the evaluation of the proposal. The studies identified are not considered to be all-inclusive and additional studies may be required. As well, the form and content of the studies may be readdressed in any manner determined necessary through the review process.

D.2 ENVIRONMENTAL ANALYSIS

D.2.1 Purpose

The purpose of these policies is to provide for the evaluation of the suitability of the land base from an environmental perspective to accommodate the land uses proposed through a Land Use Amendment application. This evaluation will involve circulation of a proposal to the appropriate external agencies for review and comment; and, the submission of the appropriate environmental, biophysical, historical resources, hydrological, geotechnical and grading information necessary to undertake this review.

D.2.2 Guidelines

(1) Environmental Site Assessment (ESA)

- (a) Prior to Land Use approval, a developer
 - (i) should submit a Phase 1 Environmental Site Assessment (ESA) for the subject site that
 - (A) identifies any actual or potential soil and groundwater contamination, and
 - (B) determines if the site is suitable for the intended use, and
 - (ii) may be required to submit a Phase 2 ESA and a Remedial Action Plan/ Risk Management Plan for the subject site that documents how the site will be remediated or risk managed to the extent necessary for the intended land use.
- (b) An ESA should be
 - (i) prepared by a qualified professional, and
 - (ii) reviewed to the satisfaction of The City.
- (c) Where required, a developer should undertake those mitigative measures identified by the ESA report for the subject site.
- (d) Additional information or monitoring at later stages of site development or as outlined in the ESA report may be required.

(2) Biophysical Impact Assessment (BIA)

- (a) Prior to Land Use approval, where the proposal may impact an environmentally significant area, the developer should submit a Biophysical Impact Assessment (BIA) report prepared by a qualified professional to evaluate the impact of development on the environmentally significant area and identify any mitigative measures to be introduced.
- (b) Where required, the developer should undertake those mitigative measures identified in the BIA report for the subject site.

(3) Historical Resources Impact Assessment (HRIA)

- (a) Prior to Land Use approval, a Historical Resources Impact Assessment (HRIA) report may be required for the subject site.
- (b) Where required, the developer shall, to the satisfaction of Alberta Community Development, undertake those protective or mitigative measures identified in the HRIA report for the subject site.
- (c) Trail systems, buildings and other forms of development shall be located to avoid historical sites within the plan area as identified on Map D, Part 2, Background Information.

(4) Geotechnical Analysis

- (a) Prior to Land Use approval, a Geotechnical Analysis may be required for the subject site to identify any unstable slopes and correspondingly the limits of slope stability within the site.
- (b) Where required, development restrictions shall be applied to unstable slopes.
- (c) Lands with slopes greater than 33 percent should be considered to be undevelopable unless a Geotechnical Analysis is submitted that
 - (i) includes a site assessment and sub-soil testing,
 - (ii) takes into consideration the cumulative impact of development,
 - (iii) demonstrates that the site development will not pose unacceptable risks, and
 - (iv) satisfies the Approving Authority that development will not pose unacceptable risks with regard to soil stability.

(5) Hydrological Analysis

- (a) Prior to Land Use approval, a Hydrological Analysis may be required for the subject site to identify natural springs and related water courses and correspondingly the measures to be introduced to protect the springs and water courses.
- (b) Where required, development restrictions shall be applied to lands containing natural springs and water courses.
- (c) To maintain the ecological quality of this part of the Paskapoo Slopes, any changes to the drainage pattern or ground water levels within the plan area should minimize the impact on the ecological quality of the remaining natural areas within the Conservation Study Area (Map 3) or any other natural areas in the vicinity.
- (d) Site specific geotechnical and hydrological studies shall consider this requirement and shall be reviewed by the Approving Authority when land use and development proposals are considered.

(6) Hazardous Materials Risk Assessment

- (a) In conjunction with a Land Use Amendment application, a Hazardous Materials Risk Assessment for the ammonia storage facility on the CODA lands shall be submitted by CODA.
- (b) The Hazardous Materials Risk Assessment should
 - (i) identify the hazardous materials and their quantities,
 - (ii) estimate the expected frequency of occurrence of a hazardous event,
 - (iii) assess the consequences of such an event,
 - (iv) determine annual individual risk and compare it to MIACC's risk acceptability criteria,
 - (v) demonstrate how the facility and operations address the following risk management objectives:
 - (A) risk reduction at source,
 - (B) emergency preparation,
 - (C) emergency response,
 - (D) risk communication,
 - (vi) identify and recommend any risk-based separation distances and other mitigative measures needed to reduce risk, and
 - (vii) contain such other matters as determined necessary.

(7) Site Grading

A Stripping and Grading Permit should not be approved until such time as a Land Use Amendment application has been approved for the site.

(8) Management Plan

- (a) A Management Plan for the multi-use trail system within the Recreation (Nordic Slopes) Area shall be submitted.
- (b) The Management Plan should
 - (i) identify, but not be limited to, the operational measures to be introduced to mitigate the impact of the multi-use trail system on the natural landform and wildlife habitat, and
 - (ii) be formulated to ensure the sustainability of the sensitive ecosystem in perpetuity, including the restoration of damaged habitat.

D.3 DENSITY ANALYSIS

D.3.1 Purpose

The purpose of these policies is to provide for the submission of appropriate information in order to allow for the evaluation of a proposal in terms of its compliance with the density requirements of the Plan. This information will take the form of a Density Analysis submitted as part of a Land Use Amendment application that is, in turn, refined and resubmitted at the Development Approval stage.

D.3.2 Guidelines

(1) Density Analysis

In conjunction with a Land Use Amendment application, a Density Analysis should be submitted identifying the maximum and anticipated residential, commercial and employment density of the site to be achieved under the land use controls in effect.

(2) Density Application

- (a) The Density Analysis requirements of guideline (1) above should apply to
 - (i) each ownership area, unless two or more land owners enter into a satisfactory arrangement that ensures that the density requirements will be met through a transfer of units or square metres among the ownership areas, and
 - (ii) each Land Use Amendment submission unless a developer can demonstrate that any inconsistency with the density requirements can be addressed through a future Outline Plan/Land Use Amendment submission with the same ownership area.

- (b) In the case of a mixed use project on a site, insofar as practical, density should be calculated separately for each use.
- (c) For the purpose of calculating density above and below the top-of-bank (TOB) of the escarpment within the Residential Area, the TOB should be defined and field surveyed to the satisfaction of Council and the Approving Authority.

(3) Density Monitoring

The Density Analysis under guideline (1) above should be updated and resubmitted with each subsequent Development Permit for a residential, commercial or employment office project within the original Land Use Amendment application area.

D.4 TRANSPORTATION ANALYSIS

D.4.1 Purpose

The purpose of these policies is to provide for the submission of a Transportation Impact Study to address the network improvements required to serve a proposed development. The study would be required to be submitted in conjunction with a Land Use Amendment application and may be updated at the Subdivision application stage or Development Permit application stage as required. The study will need to determine that the capacity demands of development can be met by the road network.

D.4.2 Guidelines

(1) Transportation Impact Study

- (a) Unless determined otherwise, in conjunction with a Land Use Amendment application, a Transportation Impact Study should be submitted.
- (b) The Transportation Impact Study should address, among any other matters considered necessary,
 - (i) the internal road network, including the design, capacity and timing of the network improvements necessary to serve the subject site, and
 - (ii) the staging of development in relation to off-site transportation capacity required to serve the subject site and, in particular, the capacity of the Trans-Canada Trail intersection/interchange.

(2) Update of Transportation Impact Study

The Transportation Impact Study may be required to be updated and resubmitted with a subsequent Subdivision application or Development Permit application within the Land Use Amendment area.

D.5 ROAD CAPACITY STAGING ANALYSIS

D.5.1 Purpose

The purpose of these policies is to provide for the submission of a Road Capacity Staging Analysis in conjunction with the Transportation Impact Analysis at the Land Use Amendment stage. This analysis will need to address the off-site road improvements, in particular the improvements to the Trans-Canada Highway/Bowfort Road intersection, needed to support development within the plan area on a staged basis.

D.5.2 Policies

(1) Staging Analysis

- (a) Prior to approval of a Land Use Amendment application, a Road Capacity Staging Analysis for the site should be submitted addressing the proposed sequence of development in relation to the staging of off-site transportation network improvements needed to serve the plan area.
- (b) The analysis may be required to be updated and resubmitted with a subsequent Subdivision application or Development Permit application within the Land Use Amendment area.

D.6 MARKET ANALYSIS

D.6.1 Purpose

The purpose of these policies is to provide for the analysis of a commercial proposal from a market perspective. The analysis will be required in conjunction with a Land Use Amendment application to assist in evaluating the merits of the commercial proposal and the potential positive or detrimental impacts the project may have on the retail hierarchy in the south sector of the city. The analysis will take the form of a Market Demand and Impact Study submitted by a professional market analyst. The study will only be required where a proposed commercial development exceeds the established density requirements of this Plan.

D.6.2 Guidelines

(1) Planned Function of Commercial Development

- (a) A proposed commercial development should complement and support the existing and planned retail hierarchy within the northwest sector of the city.
- (b) Further to guideline (1) (a) above, a proposed commercial development should be analysed in terms of the
 - (i) market demand for additional commercial development needed to serve the northwest sector of the city, and
 - (ii) market impact on the planned function of existing and proposed commercial development within the northwest sector of the city.

(2) Submission of Market Demand and Impact Analysis

- (a) Prior to Land Use approval, a developer should submit a market demand analysis to demonstrate compliance with guideline (1) above.
- (b) Notwithstanding guideline (2) (a) above, a market demand analysis and market impact analysis shall not be required where a proposed commercial development
 - (i) meets the established density requirements of this Plan, or
 - (ii) is not considered to be significant due to its size, location and function.
- (c) A market demand analysis and market impact analysis should be prepared by a professional market analyst in accordance with any guidelines or requirements established by Council or an Approving Authority.

(3) Review of Market Demand and Impact Analysis

A market demand analysis or a market impact analysis may be required to be evaluated by an independent consultant as part of the review process with the cost of this evaluation to be borne by the developer.

D.7 PEDESTRIAN CIRCULATION ANALYSIS

D.7.1 Purpose

The purpose of these policies is to provide for convenient and efficient pedestrian and bicycle routes throughout the community. In this regard, a Pedestrian/Bicycle Routing Plan will need to be provided as part of a Land Use Amendment application. This plan will need to identify both regional and local pedestrian routes in relation to the site as well as to transit stops and the Commercial Core Area.

D.7.2 Guidelines

(1) Pedestrian/Bicycle Routing Plan

- (a) In conjunction with a Land Use Amendment application a Pedestrian/Bicycle Routing Plan should be submitted to demonstrate that a convenient and efficient routing network is provided for local and commuter pedestrian and bicycle trips in relation to the site and the surrounding community.
- (b) The Pedestrian/Bicycle Routing Plan should
 - (i) show the proposed
 - (A) sidewalks, walkways, and pathways,
 - (B) open space, including linear park connections, and
 - (C) other key pedestrian linkages, and

-
- (ii) demonstrate that pedestrian routes will provide for
 - (A) interconnected internal pedestrian routes within residential neighborhoods that avoid major roads insofar as possible, and
 - (B) efficient connections for pedestrian movement from residential neighborhoods to public transit bus stops achieved by means of
 - (I) public roads with sidewalks,
 - (II) paved and lighted walkways that are short and direct, and
 - (III) other methods satisfactory to the Approving Authority.

D.8 TRANSIT SERVICE ANALYSIS

D.8.1 Purpose

The purpose of these policies is to provide for a Transit Coverage Plan to co-ordinate the design of a development with the public transit service for the area. The Transit Coverage Plan will need to address the transit routing options and coverage in relation to development, the pedestrian connections to transit stops from the development and any enhanced transit service facilities to be provided. The plan would be submitted as part of a Land Use Amendment application.

D.8.2 Guidelines

(1) Transit Coverage Plan

In conjunction with a Land Use Amendment application, a Transit Coverage Plan should be submitted

- (a) showing the proposed
 - (i) routing of public transit buses,
 - (ii) location of transit bus stops,
 - (iii) residential dwellings within and beyond the prescribed transit coverage areas, and
 - (iv) any enhanced transit facilities to be included in the development, and
- (b) demonstrating that the internal road network will accommodate
 - (i) direct and efficient pedestrian connection to transit service, and
 - (ii) suitable transit coverage.

D.9 UTILITY SERVICING ANALYSIS

D.9.1 Purpose

The purpose of these policies is to provide for the submission of servicing studies and analysis considered necessary to evaluate a proposal. This information would relate to municipal utilities including the water distribution system, the sanitary sewage system and the stormwater management system. The various servicing studies and analysis would be required at the Land Use Amendment application stage.

D.9.2 Guidelines

(1) Water Distribution System

In conjunction with a Land Use Amendment application, a Water Distribution Analysis should be submitted to demonstrate that the subject site can be serviced in accordance with the overall design of the water distribution system for the area.

(2) Sanitary Sewage System

In conjunction with a Land Use Amendment application, a Sanitary Sewer Servicing Analysis should be submitted to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewage system for the area.

(3) Stormwater Management System

In conjunction with a Land Use Amendment application, a Stormwater Management Plan, consistent with the Master Drainage Plan as approved by the Province and The City, should be submitted to demonstrate that the subject site can be serviced in accordance with the overall design of the stormwater management system for the area.

D.10 FINANCIAL IMPACT ANALYSIS

D.10.1 Purpose

The purpose of these policies is to ensure that major transportation and utility infrastructure improvements required to serve development within the plan area are identified prior to Land Use approval. This infrastructure would include both on-site and off-site roadway and utility improvements. It is intended that the information would form part of the decision-making process for a Land Use Amendment application.

D.10.2 Guidelines

(1) Infrastructure Improvements

As part of a Land Use Amendment application, a developer should identify

- (i) the major on-site and off-site transportation and utility infrastructure improvements necessary to serve the subject site,
- (ii) the financing obligations for these improvements,
- (iii) the anticipated timing of construction of the transportation and utility infrastructure improvements relative to projected land absorption rates,
- (iv) the timing or development thresholds of any provincially or municipally-financed transportation and utility infrastructure improvements, and
- (v) as determined appropriate, the timing of any downstream transportation and utility infrastructure improvements.

(2) Public Infrastructure Improvements in Relation to Budgeting Priorities

The Administration should identify the budgeting priorities of the Province and The City in relation to any major provincially or municipally-financed transportation or utility infrastructure improvements necessary to serve the subject site identified under guideline (1) above.

(3) Report to Council

The report to Council accompanying a Land Use Amendment application should address the proposal in the context of guideline (1) and (2) above.

Part 2

SUPPORTING INFORMATION

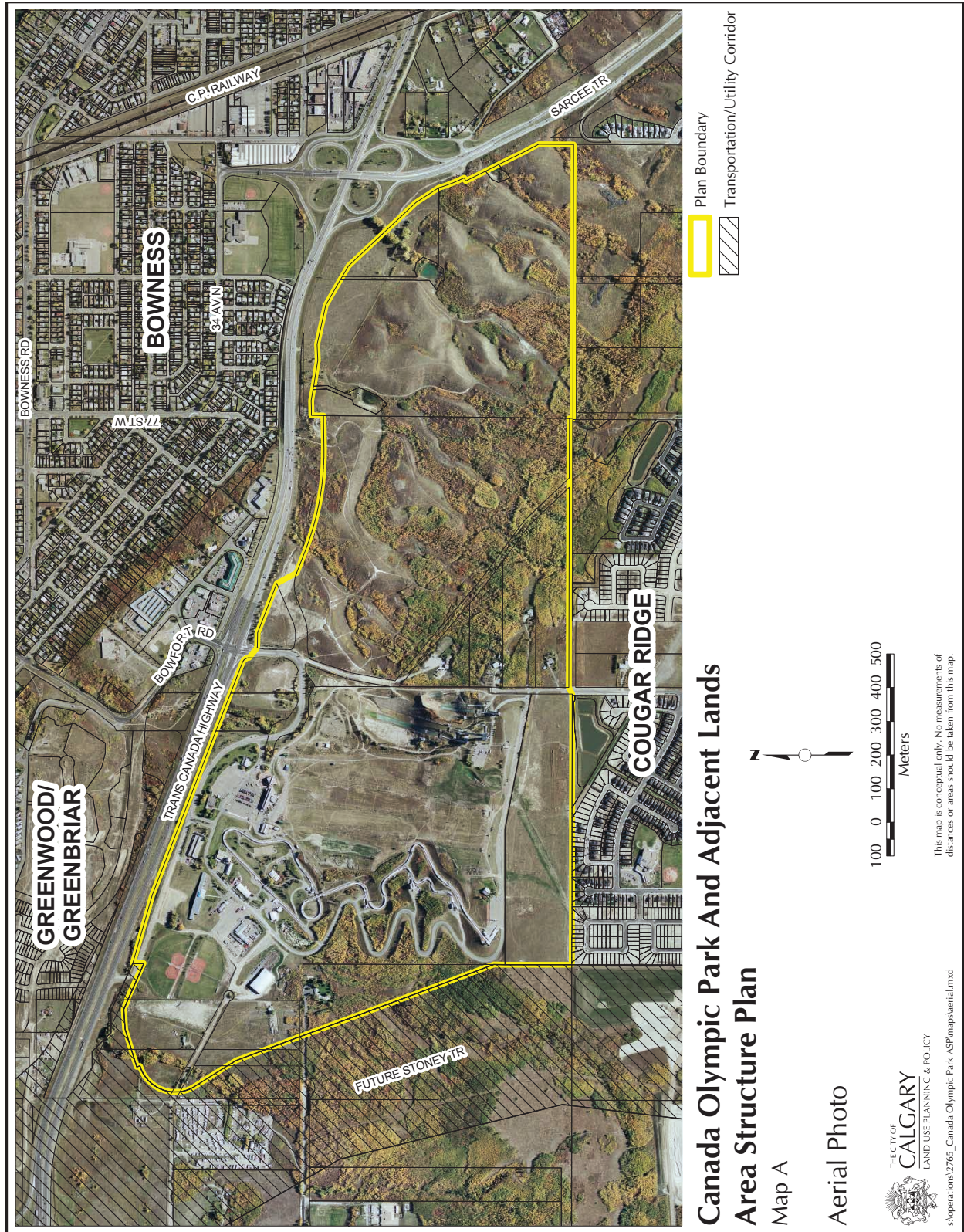
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PREFACE

Part 2 contains supporting information for the Canada Olympic Park and Adjacent Lands Area Structure Plan. This information addresses the physical, policy, servicing and social context of the area structure plan. The information does not form part of the adopted area structure plan and may be updated as determined necessary without requiring an amendment to the plan.



1.0 PHYSICAL CONTEXT

1.1 Existing Uses and Conditions

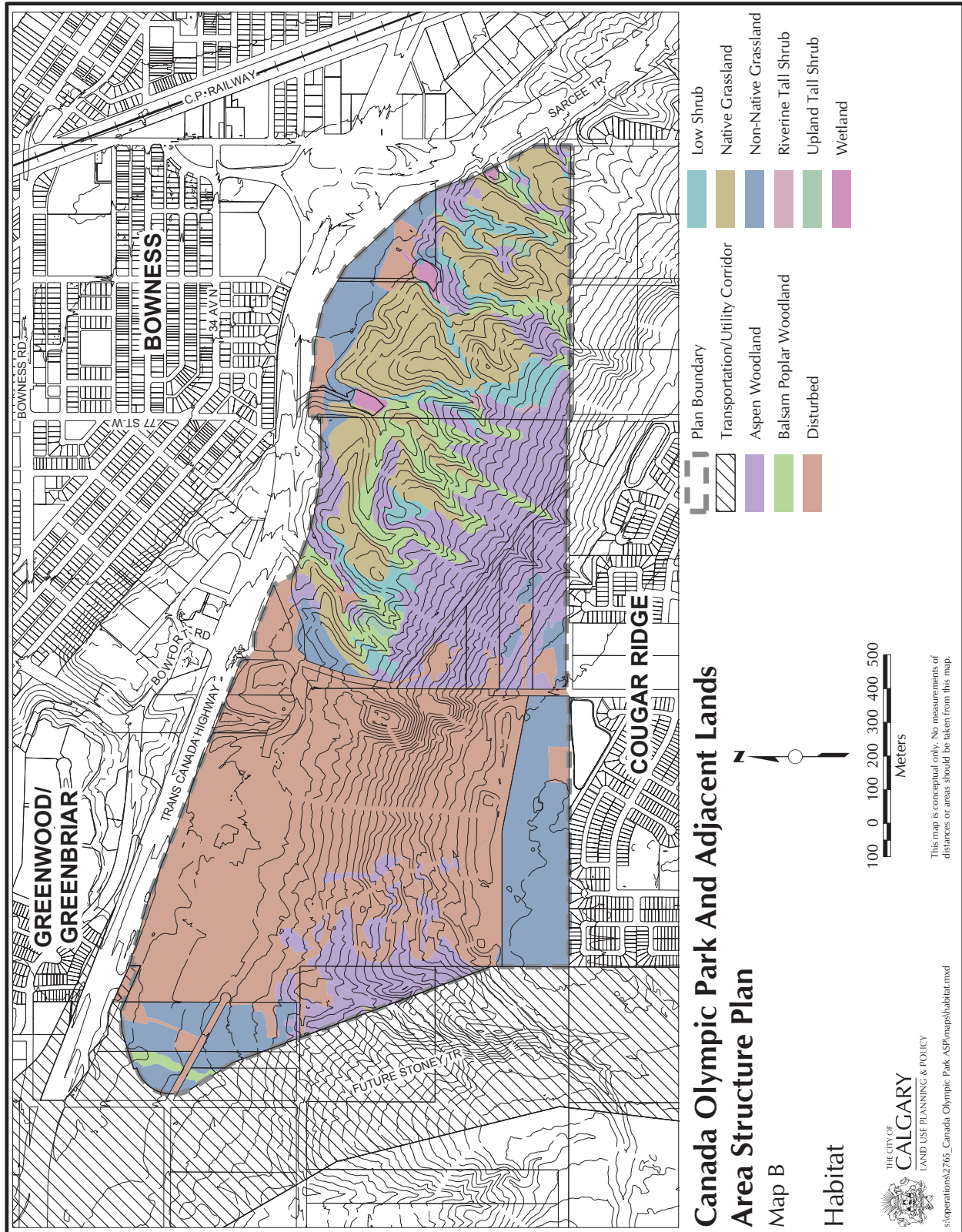
On-going and past activities had a considerable impact on the condition of the natural vegetation in the plan area. For a number of years, a tree farm operated southwest of the Sarcee Trail interchange, and gravel mining also took place in this vicinity. To the west, the deep gullies and ravines adjacent to Canada Olympic Park (COP) have attracted heavy use by all-terrain recreational vehicles, scarring the terrain and causing soil erosion.

Two businesses operate on sites adjacent to Canada Olympic Park, with access from 85 Street SW and Canada Olympic Way SW. A country residential acreage is located along the western boundary of the plan area, with access from 2 Avenue SW and 101 Street SW. This access will be closed at the time Stoney Trail is constructed south of the Trans Canada Highway.

Three ice ponds are located at the bottom of ravines south of the Trans Canada Highway. Their purpose is to dam stormwater runoff and water flow from spring seepage before reaching the road, causing ground heaving, especially in freezing temperatures.

1.2 Topography

The plan area is located on the eastern portion of the north facing slope that forms a transition from the upland plateau to the bottom of the Bow River valley. Topography is dominated by a sloping escarpment, dissecting ravines, a series of plateaus below the ridge, and a relatively flat area at the bottom (in the northeastern portion of the plan area). Rugged terrain and deeply incised gullies and ravines characterize the intermediate and lower elevations. The highest and lowest elevations are approximately 1,230 metres in the southwest and 1,080 metres in the northeast corner, respectively.



1.3 Environmentally Significant Areas (ESA)

A large portion of the plan area is considered an Environmentally Significant Area, defined by Calgary Parks on the basis of the following criteria:

- quality of the biotic community: communities of high quality (minimal disturbance) and/or diversity of a specific habitat type;
- ecological function - human: area makes a significant, if not unique, contribution to the community. This includes aesthetic consideration, potential for passive recreation space, etc;
- ecological function - natural: area is important to the healthy maintenance of a natural system beyond its boundaries;
- distinctive and/or unusual land form: presence of distinctive and/or unique land form (geologic or geographic); and
- uniqueness: the habitat or ecosystem has limited representation within the municipality, or the area is a representative habitat for wildlife of recognized importance.

1.4 Biophysical Assessment of the Paskapoo Slopes

Paskapoo Slopes has been extensively studied by Calgary Parks, as well as by several environmental consultants. In the Calgary context, this escarpment is comparable to a major natural park, such as Bowmont, Nose Hill or Edworthy Park. Diversity of wildlife habitat, association of vegetation communities, frequent use by a number of wildlife species, and its role in maintaining viability of habitat beyond its boundaries are remarkable characteristics of the slopes.

1.4.1 Aspen Forest

Trembling aspen (often referred to as quaking aspen) is the most widely distributed tree in North America. Its success can be attributed to its ability to establish in a range of site conditions, and prolific reproduction through asexual suckering. While abundant, aspens have a relatively short lifespan, averaging 65-80 years, and significantly less in unfavourable conditions. In Calgary, large aspen forests are most common on marginal sites where the trees have a relatively fast turnover rate. Trees tend to reach maturity at a relatively young age, occasionally as young as thirty years in exposed, windy sites.

In the Calgary area, aspen poplar may be found in isolated stands or clones or as a component of mixed woods. Aspen copses tend to form in well-drained areas on open plains, and on the moist northern exposures of small hills and ravines. In a grassland setting, aspen stands form small "islands" of woodland, providing additional diversity in the prairies and foothills. Several species of birds and mammals feed in the open grassland, but require the hiding and thermal cover afforded by small tree stands. Many of these species cross Sarcee Trail to Edworthy Park for winter thermal cover. Paskapoo Slopes is dominated by a consistent expanse of aspen. The high

quality and variety of ages of aspen are important factors on the slopes.

In the plan area, aspen is found commonly in association with other tree species in mixed stands. Mixed deciduous forests of aspen and balsam poplar are found in moist depressions or ravines. On most north-facing escarpments, aspen is interspersed with white spruce. There are two distinctive aspen/shrub type communities found on the Paskapoo Slope- Aspen/Saskatoon and Aspen/Buckbrush. The Aspen/Saskatoon is found to be the most common aspen forest type on the slopes. It is closed-canopied with distinctive understorey shrub layer composed of saskatoon, buckbrush, chokecherry and gooseberry. The Aspen/Buckbrush community commonly occurs on south and west facing slopes, with well-drained soils, typically on dried sites. The aspens in this community are shorter in height and display a more open canopy. Buckbrush is the common understorey shrub. Other shrubs such as rose, shrubby cinquefoil and Canada buffaloberry may be found in this community.

It is to be noted that aspen forests can tolerate a certain amount of edge encroachment by development but internal fragmentation should be avoided.

1.4.2 Balsam Poplar

The balsam poplar forest is a predominant habitat type in most natural areas along the river edge within Calgary. Riverine forest, in the Calgary context, offers vegetation that is not found in the grassland and aspen woodlands, and is among the most important habitats for wildlife, especially for migratory bird usage in North America. Riparian or riverine woodlands in Calgary typically exist on prominent point bars of the Bow and Elbow rivers. Mature balsam poplar (*Populus balsamifera*) is the dominant tree species in the riverine forest, establishing on gravelly river floodplain and terraces in moderately well-drained areas. This particular tree requires moist ground with cycles of moisture and drying in order to survive, and may suffer accordingly if water table regimes are altered.

Balsam poplar stands may be also found in upland areas, but are usually near a source of water, for example, a seep, spring, or drainage course as is found throughout Paskapoo Slopes. The ravine systems on Paskapoo Slopes are inhabited extensively with balsam poplar and are rare in the Calgary area. Of concern should be the altered environmental conditions caused by changed hydrology expected in denser development.

The balsam poplar forests in the Paskapoo Slopes are typically closed-canopied with structurally stratified understorey of red-osier dogwood, willow, water birch, saskatoon, silverberry, or Canada buffaloberry. Occasionally, white spruce may establish in shady, moist areas but normally do not mature. Trembling aspen also occurs in association with balsam poplar and is considered as rare in the Calgary area. This association is commonly found on the imperfectly drained soils, typically associated with ravine bottoms, seepage areas or drainage courses. The Nordic Slopes area of the Paskapoo Slopes present the best example of such association in its pristine state currently found in Calgary.

Mature riparian (associated with water) forests that have been disturbed through grazing, gravel extraction, or other natural and human processes often have a rudimentary smooth brome-thistle understorey. There is extensive disturbance in the northwest corner of the newly acquired Canada Olympic Park property. For this reason significance has been lessened in this area.

1.4.3 Shrubs

Shrub habitats in Calgary's natural areas have been separated into Riverine Tall Shrub, Upland Tall Shrub, and Low Shrub. The location of shrubs is determined strongly by slope and aspect, as well as by soil moisture, texture, and drainage. In open upland areas, shrubs will be confined generally to areas of high moisture, such as depressions, shallow ravines, or west, east or north facing slopes. South facing slopes are usually too exposed and dry to support shrubs; in these areas grasses have a competitive advantage. Places where moisture collects on south facing slopes, however, may permit the development of low shrub stands composed of buckbrush, silverberry, or rose.

1.4.3 Riverine Tall Shrubs

Riverine shrubs are found along the floodplain and lower slopes of the major river valleys in Calgary. These shrubs, which commonly include red-osier dogwood, water birch, and a variety of willows, can withstand periodic flooding and are adapted to grow in coarse, unstable soil. In general, riverine shrubland accompanies balsam poplar riverine woodlands, and marks the transition from grassland or wetland into floodplain forest. It is generally assumed that a source of water lies close to the surface in order to maintain such moisture loving trees. This habitat is rare in large pure units and its highest concentration in the city is at the Weaslehead and the Patterson Woods area (before site clearance) and smaller units on Canada Olympic Park land. This area is particularly important to wildlife and is very sensitive to disturbance and fragmentation.

1.4.5 Upland Tall Shrubs

Saskatoon and chokecherry, and sometimes willow can interact to form upland tall shrub communities. In some cases, low shrub species may comprise a secondary layer as well. Saskatoon, chokecherry, and willow usually grow on the lower, more moist portions of a slope, or in protected ravines. Once again, the distribution of these shrubs is largely dictated by moisture availability on Paskapoo Slopes.

1.4.6 Low Shrubs

Low shrub communities may consist of buckbrush, shrubby cinquefoil, rose, or silverberry. Canada buffaloberry and gooseberry may be present, although they form a minor component of these shrub habitat types. Low shrub communities may be found along the dry, upper portions of a slope or in well-drained, open floodplain areas. On Paskapoo Slopes, these areas are often found in edge conditions and in openings in the forest canopy. This habitat type is too closely associated with others to be identified clearly on the map.

1.4.7 Native Grasslands

Most grasses grow in exposed areas where wind and sun prevail; more so than other vegetation species can usually tolerate. Moisture tends to be limiting, especially in steeper hillside situations. In the Paskapoo Slopes area, grasslands are commonly found on south or southwest facing slopes of ravines and escarpments.

Large patches of fescue grasslands, while rare in Calgary, still exist on Nose Hill and Paskapoo Slopes and a few other locations. Rough fescue grass communities are often tall and tussocky (hill like) and tend to be found on rough terrain that was unsuitable for the plough. The tufted thick base protects the grass from fire and winter grazing. The composition of these grassland communities is largely dictated by moisture availability. Certain species require a relatively moist, moderate slope, while other grasses may tolerate steep, dry escarpments.

Three native grassland communities occur on the Paskapoo Slopes. Needlegrass/Western wheatgrass is the most common grass community occurring on the lower slopes of the Paskapoo Slopes area. The Rough fescue/Shrubby cinquefoil occurs on the gently sloping north and west facing slopes of remnant glacial terraces and ravines. The Blue gama/Pasture sage community is the least common grassland community on the slope that grows on the drier steep south facing slopes.

Native grasslands also support an abundance of wildflowers. Prairie crocus is a common spring flower, while golden bean, hedysarum, lupine, geranium, fleabane, bedstraw, sage, goldenrod, and aster will follow into fall. The diversity and abundance of available food for animal species are high. Grasslands can vary in condition and diversity based on past and present grazing practices and the availability of a weed source. The abundance of this habitat type can be undermined by grazing practices. On sites that have experienced high grazing and have recovered over the last year or so, fescue prairie is apparent.

1.4.8 Disturbed and Non-Native Grasslands

Disturbance simply refers to areas where the majority of native species have been removed leaving either bare ground or introduced grass. There is little natural growth. Non-native grassland refers to introduced grasses or weeds that have been left to grow naturally. These areas are often assumed to be native grasslands by the untrained eye. The more disturbed a site, the less structure biologically the area usually has and therefore the less likely it is to be utilized heavily by wildlife. In other words, when diversity is low and food sources are poor. One of the most common non-native grassland that is highly invasive and difficult to control is Smooth Brome/Thistle.

A large site, 50 acres, west of Patterson Heights (outside the plan area), has been cleared of trees and vegetation during the spring of 1999. If any portion of this site is to be allocated to open space in the future, natural vegetation can be restored through proper natural area management practices.

1.4.9 Summary of Paskapoo Slopes Habitats

Most of the sloping lands that make up Paskapoo Slopes are Aspen Woodland habitat type. This includes the area known as the escarpment. This area of aspen is significant due to the large size and the continuous nature.

The ravines in Calgary West, the Transportation and Utility Corridor and the area further east are in pristine condition and play a significant role in habitat diversity. They are made up of balsam poplar (one of the few upland sites in Calgary), shrubs and grasslands. The diversity of habitats is one reason for the high wildlife use in the area. Split Bison bones have been found in the running streams as well. Rare species of plants should be expected here due to the unusual conditions.

Paskapoo Slopes is one of the few places in Calgary where intact fescue prairie exists with the rare and threatened Baird's Sparrow having been observed but likely does not provide nesting habitat. Native grasslands are very important to most forest areas as they often play a critical role as food source for most of the inhabitants that nest or migrate through the woodlands. The close associations, and boundaries are all important reasons for the identification of the area as environmentally significant. The lower flat land and the upper bench south of Canada Olympic Park are disturbed grassland and do not play a significant role in food supply for wildlife.

The Riverine Tall Shrub community in the plan area and further south are very significant and are rare in the city. This is the only place where upland sites of this kind are found in abundance. These areas are important nesting and cover sites for resident animals including birds, and play a significant role as part of the wildlife habitat. This area is susceptible to the impacts of fragmentation.

The landscape features that provide the conditions for the above vegetation groups include glacial/fluvial terraces, ravines and other fluvial erosion features. The north facing slopes extend beyond Canada Olympic Park through Calgary West and Artist View just outside the city limits. It is this cool and moisture retaining hillside aspect that encourages treed vegetation. These slopes then become west facing until they reach the Elbow River Valley. The slopes are equivalent in elevation to Nose Hill and the Edgemont Escarpments. The area south of Paskapoo Slopes in East Springbank, also contains patches of native grasslands and clones of Aspen.

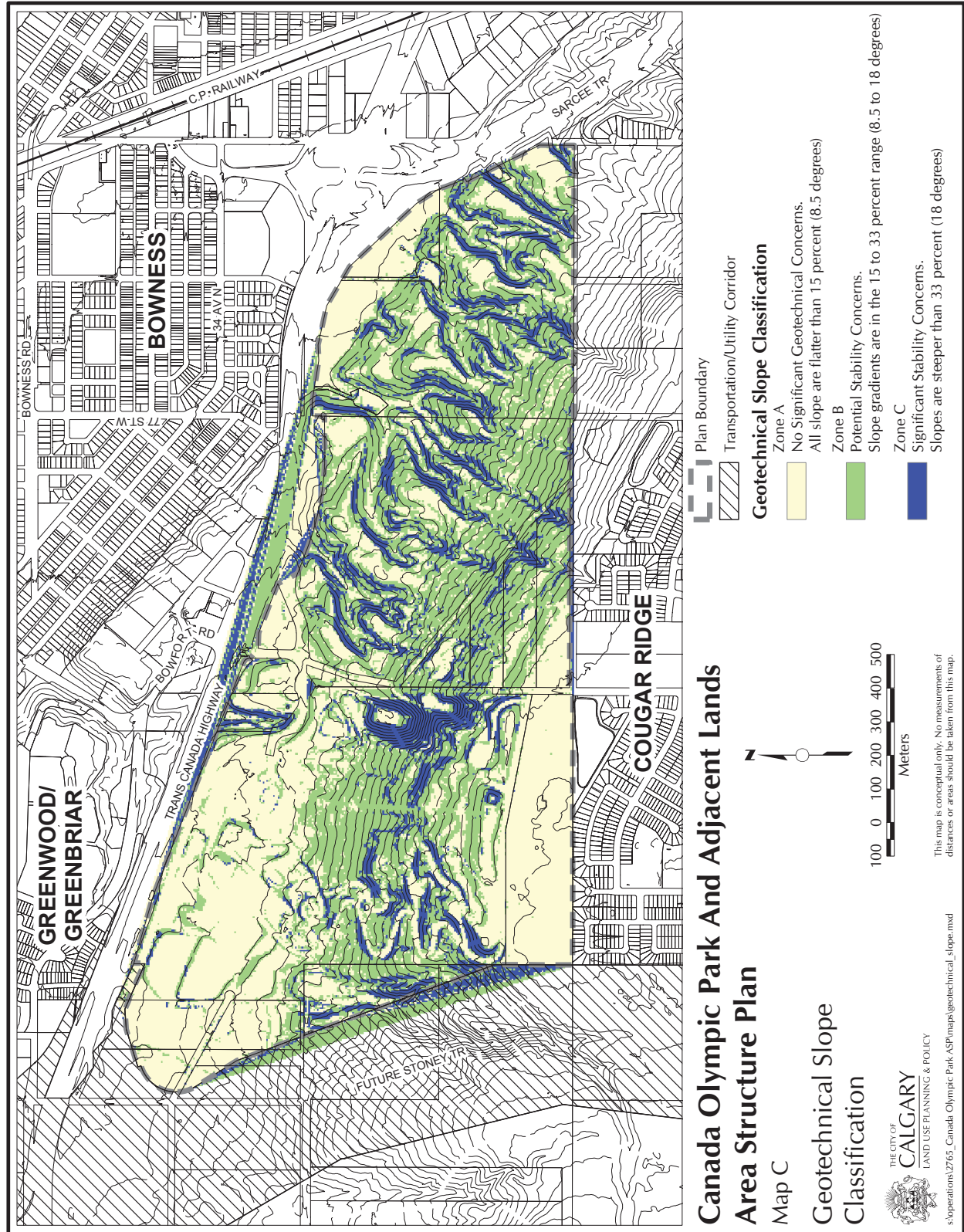
1.4.10 Planning Implications

Open space and environmental policies should take into account a number of inter-related issues: the ecological and geographic association of vegetation communities, age pattern within each community, and their role as wildlife habitat. Wildlife is defined here not as just deer or other large mammals, but is broader in scale, ranging from birds to plants. Connectivity is an important part of maintaining species viability as reproduction, seasonal and daily migration and even food supply relies on maintaining attached links. Many of our urban wildlife problems begin where these areas are pinched off, fragmented or removed entirely. These include large animal/car collisions, undesirable species in built communities, and other issues such as loss of ecological diversity. With increased disturbance long term operational costs also increase. One of the key factors for the protection of the quality of this area and its inhabitants is the maintenance of the large structure of habitats with as little fragmentation and pinch outs as possible.

Wildlife movement is often concentrated by availability of superior or seasonal habitat. The presence of dense conifer wood along the Douglas Fir Trail provides excellent wintering areas for many species, most of which move from the Paskapoo Slopes area on a regular basis. Species that have been observed include mule deer, white-tailed deer, moose, Canada lynx, cougar, black bear, red fox, coyote, American badger and porcupine indicating contact with the Elbow River. Many species of birds are also likely to use the movement corridor. When the integrity of the corridor is maintained few wildlife conflicts occur. In other words the larger the contact between major habitat types the more likely the movement will be safely accommodated. As these areas are pinched in (e.g., through development), options for wildlife to escape or move by choice are narrowed and chances of traffic accidents are increased. Lower speed and wide corridors are considered a safer practice.

In summary, to ensure the viability of the various habitats, vegetation communities and the associated wildlife use in East Paskapoo Slopes, the following are encouraged:

- a) The maintenance of the large block-like (unfragmented) combination of habitat types that extend throughout the escarpment.
- b) The protection of the ravines, aspen woodland and balsam poplar association, including grasslands normally on east facing slopes.
- c) The availability and close proximity of diverse vegetation communities such as native grasslands, shrubs and trees.
- d) Recognition of the slopes' role as an ecological unit, providing for wildlife movement between the Elbow River and Edworthy Park, the Douglas Fir Trail and Lawrey Gardens. This role is becoming increasingly important, given the extent of development encroachment in the surrounding lands.
- e) The protection of the rare Riverine Tall Shrub community.
- f) The avoidance of increased fragmentation in significant habitats.



1.5 Geotechnical Terrain Analysis

The East Springbank III/Aspen Village and Patterson Woods Community Plan Report on Geotechnical Terrain Analysis, completed in November, 1998, provides an overview of the geological and drainage conditions within the plan area. These lands (which now includes a large portion of the current plan area, were assessed in terms of their development potential from a geotechnical standpoint, based upon the following categories:

Zone A - No significant geotechnical concerns.

- All slopes within this category are flatter than 15 percent (8.5 degrees), and a stability assessment is not required.

Zone B - Potential stability concerns.

- Slope gradients are in the 15 to 33 percent range.
- Possible adverse impact due to cuts and embankments.
- Site specific investigation and stability evaluation of proposed final terrain configuration is required.

Zone C - Significant stability concerns.

- Slopes are steeper than 33 percent (18 degrees).
- Development not recommended without site specific project evaluation and the undertaking of engineering measures to ensure that a soil stability concerns are dealt with.

As illustrated on Map C, small portions of land are located in Zone A, where ground conditions are considered to be good and further geotechnical work is not required. Within Zone B, the range of slopes is between 15 and 33 percent. It is recommended that grading of sloping ground be carefully evaluated in consideration of the following aspects:

- i. final terrain configuration with respect to drainageways and steep slope segments;
- ii. erosion potential; and
- iii. increase of groundwater levels because of modified underground water regime.

Additional details regarding Zone B are contained within the report.

The report indicates that development in Zone C (drainage ways/ravines and steep escarpment lands) may have significant adverse impacts on terrain and drainage, and recommends that no development should take place on slopes exceeding 33 percent gradient and in ravines.

The report also recommends a number of measures to minimize erosion and reduce soil stability risks during construction and post development.

1.6 Subsurface Hydro-geological Conditions

According to the Alberta Research Council Bulletin No. 53, "Surficial Geology of the Calgary Urban Area" by S.R. Moran (1986), the soils and landforms in the area of the site are of pre-glacial and glacial origin. These comprise lacustrine sands and silts, pebble loam till, tertiary pre-glacial gravel, and bedrock of the Porcupine Hills Formation. The till generally consists of a very stiff silty clay containing a trace to some sand and gravel. Groundwater was noted in about half the boreholes, but perched groundwater is predicted to occur in areas of shallow bedrock or clay-rich tills. Furthermore, seepage from the bedrock may occur irregularly.

Published information (Ozoray and Barnes, 1978; Meyboom, 1961) indicate that the groundwater flow in the vicinity of the plan area is directed north-northeast, with recharge (groundwater accumulation) occurring in the Broadcast Hill area and discharge (seeps and springs) occurring in ravines and along the valley slopes. The two western ravines in the plan area have permanent streams, and the other ravine is generally dry. It appears the surface streams largely originate from springs near the top of the escarpment.

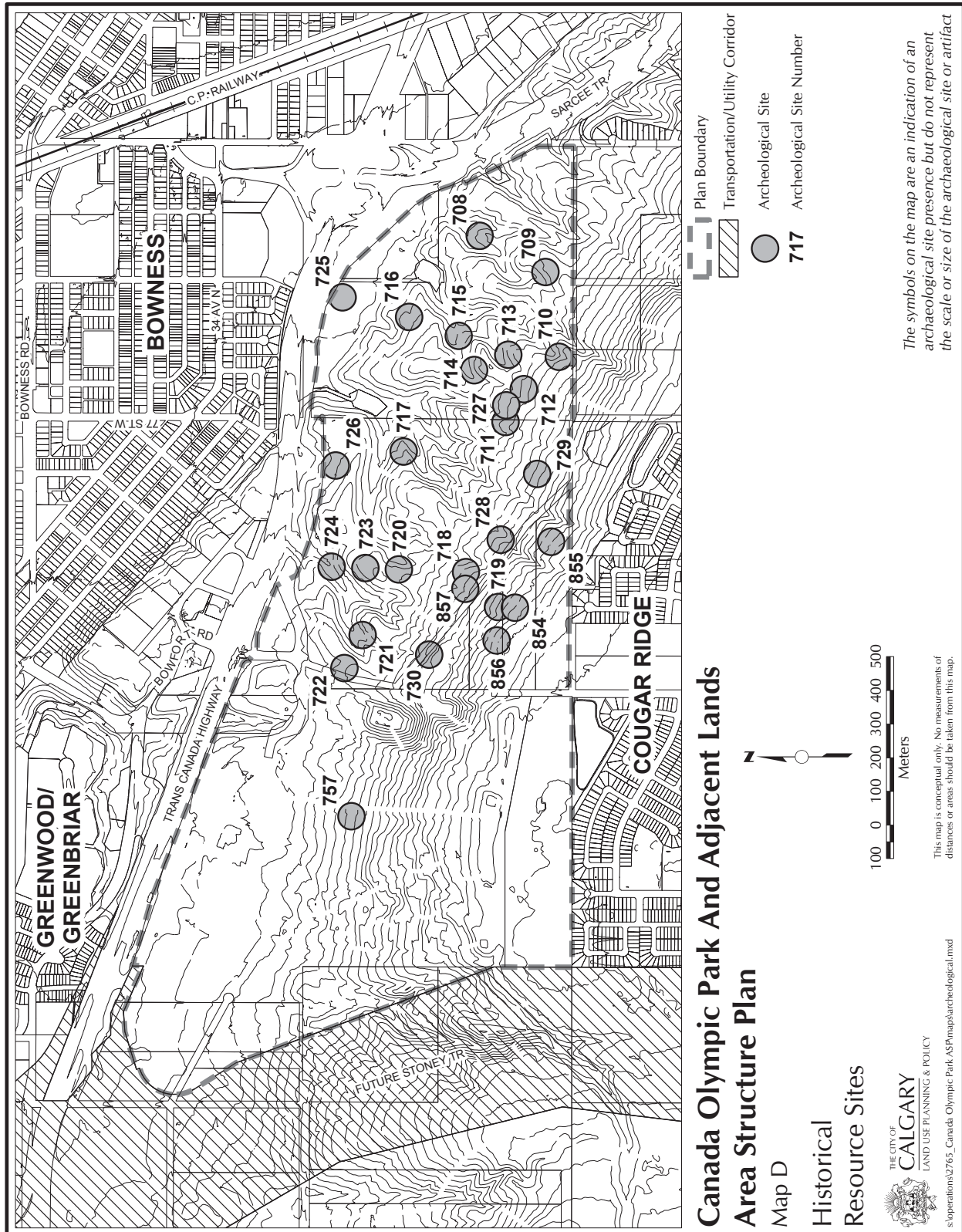
1.7 Archaeological Resources

A base line archaeological inventory and assessment of precontact native archaeological sites was carried out in May and June of 1997 in the East Paskapoo Slopes and adjacent areas. Paskapoo Slopes are a set of six Glacial Lake Calgary benches cut by a series of 12 ravines lying below the edge of the Paskapoo escarpment and the Coach Hill Uplands. Poplar forests, most less than 50 years in age, clothe the higher benches, while native fescue grasslands characterize the lower benches and the uplands.

Archaeological studies involved both the compilation of known archaeological site data for areas which have been subject to previous archaeological study as well as field reconnaissance. Previous studies include the once proposed "Stonebridge Subdivision" by Reeves (1992) and the proposed "Woods In Patterson Heights" by Reeves (1997). Thirty-one sites in total were recorded in these two studies, a number of which were large and regionally significant bison kill/processing campsites. Field studies consisted of foot reconnaissance and shovel prospecting in areas of potential, focusing on areas which had not been previously examined. An additional 18 sites were found along the Slopes from the edge of the existing Patterson Heights subdivision to Canada Olympic Park. Many are large bison kill/processing camps of regional significance.

In total, 49 sites are now on record for the Slopes. A number of other bison kill/processing camps are predicted to exist in the heavy forested areas along the slopes. With the exception of the remains of five sites located on the edges of Patterson Heights, all of which were heavily impacted in that subdivision's development, most of the other sites are in good to excellent condition.

The sites include a group of small campsites and stone feature sites of local to high local significance, primarily associated with the lower open grassy surfaces of the lower Glacial Lake Calgary benches. Six small surface campsites lacking tipi rings, characterized by small scatters of fire cracked rock, some butchered bison bones, and an occasional tool were found. One tipiring site containing four rings was also found,



the only one on record for the area. Stone cairns were found associated with the tipi ring site. An isolated cairn was also found on a hilltop and a sweat pit on another. This pattern of Native occupancy is of local significance as the sites are small and limited in their contents and not particularly significant to interpreting past Native resources harvesting and settlement patterns along the Paskapoo Slopes.

The Paskapoo Slopes bison kill/processing camp pattern is regionally and provincially significant. It is represented by 39 geographically discrete sites which vary in size, complexity and significance. Some sites are very large complex kill and kill/processing camps. They were used a number of times in the past. Others are smaller one-time events. The sites represent a continuum of bison killing and processing activities.

The Paskapoo Slopes pattern is spatially very complex. Bison were not only driven into corrals along the uppermost slopes below the escarpment and processed in camps located on the highest benches of Glacial Lake Calgary; they were also driven and trapped at lower levels along the slopes. In some cases, the herds were moved down from the escarpment across the highest bench and jumped off the steep and often cliffed edge of this bench into corrals constructed on the slope below above the next level of major processing camps. In some places, the bison were driven through areas that were also utilised as kill/processing camps. The result is a series of kills/processing camps extending down the slopes. Similar complexities in moving herds to specific jump-offs have been documented at the Head-Smashed-In Buffalo Jump west of Fort Macleod.

Two geographic foci for bison killing and processing exist in west Calgary. One focus associates with the Paskapoo Slopes between Broadcast Hill and Canada Olympic Park. The second focus lies at the northwest end of the Paskapoo escarpment, three km west of COP adjacent to the city limits as exemplified by bison kills and processing camps located in the Valley Ridge and Crestview Estates subdivisions. The great majority of these sites have or will be removed in subdivision development.

The Paskapoo Slopes pattern is similar in kind and intensity to that found associated with large bison kills/processing camps along the Porcupine Hills such as Head-Smashed-In, Boneyard Coulee and Old Women's Buffalo Jumps. Paskapoo Slopes differs from the Porcupine Hills sites primarily in that bison driving and processing is spread out laterally and vertically along the Slopes rather than being focused on one or more specific cliffs and associated processing areas. The Paskapoo Slopes pattern is intensive but spatially dispersed over at least two km of hillside. The results in Paskapoo Slopes are individual and sometimes multiple bone beds up to 50 cm thick and processing camps 10-20 cm thick located at many locales along the Slopes. Stacked together, these layers would no doubt represent the intensity found in the deep bone beds and campsite deposits at jumps and camps such as that of Old Women's Buffalo Jump.

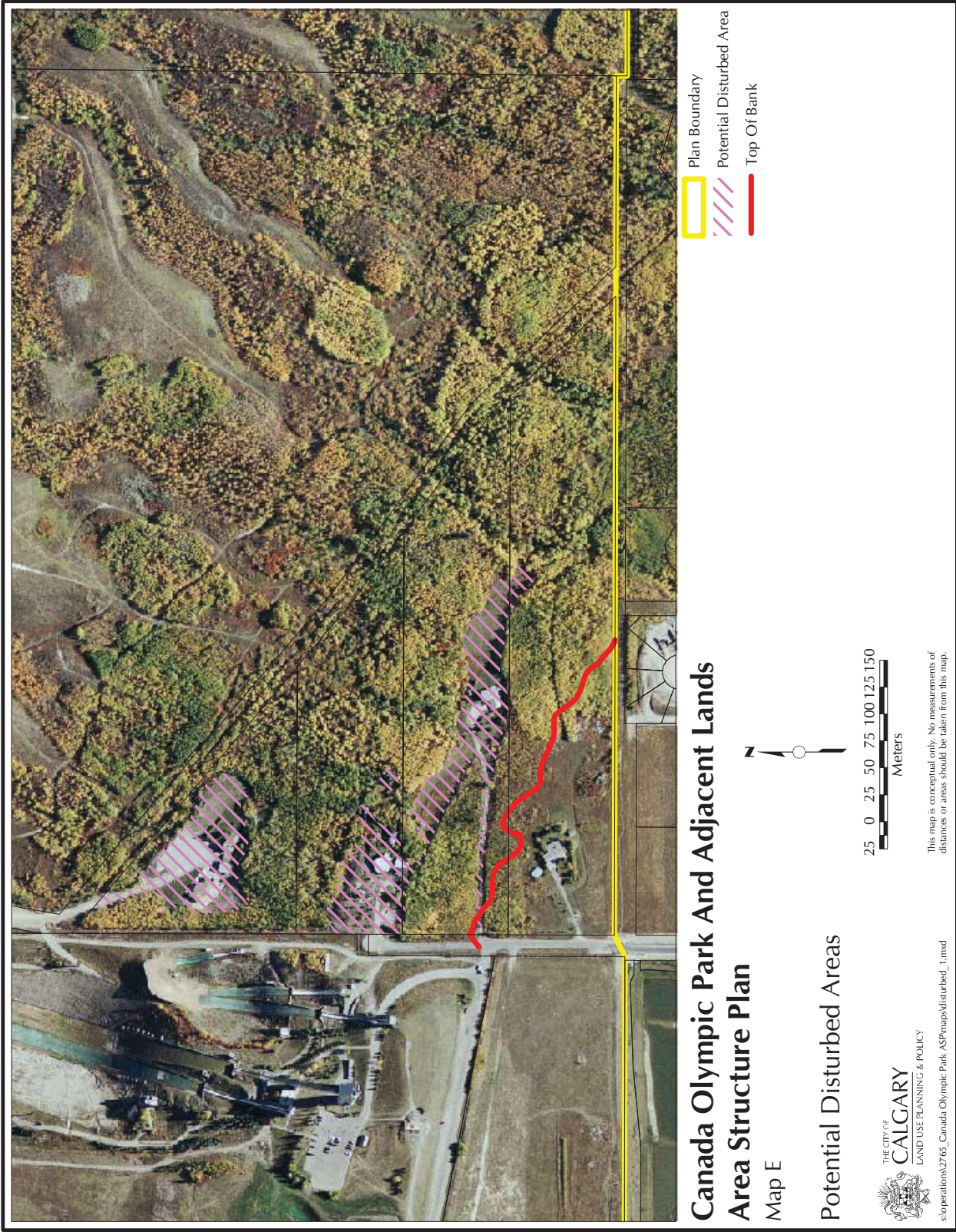
The Paskapoo Slopes pattern is the northern extension of the Porcupine Hills/Oldman River Basin pattern of bison driving, trapping and processing. As such it is collectively of provincial significance. Individual sites within it range from local to high regional significance. Paskapoo Slopes is an integral component of our City's native archaeological heritage.

The Paskapoo Slopes pattern is a distinctive and provincially significant record of Native harvesting and occupancy, most of which could eventually be lost to

development as the growth of the City of Calgary continues. Conservation of those regionally significant components of this pattern which lie within the Slopes through site avoidance where feasible, and mitigative archaeological excavations where avoidance is not feasible, will further the preservation and understanding of the native history and occupancy of the City of Calgary region.

1.8 Potential Disturbed Areas

The Potential Disturbed Area map illustrate those areas within the Conservation Study Area which have been previously disturbed with development, clearing or grading. The disturbed areas are subject to the density incentive policies contained in this plan. The exact boundary of any disturbed area will be subject to additional review and analysis and will be determined at the Land Use Application or Development Permit stage.



2.0 POLICY CONTEXT

2.1 Provincial Land Use Policies (1966)

Pursuant to Section 622 of the Municipal Government Act (MGA), The Province of Alberta has established Land Use Policies (Order in Council 522/96), November 6, 1996). These policies require that municipal and provincial planning efforts be consistent and that a high level of cooperation and coordination is fostered with respect to the areas of mutual concern. All municipal statutory plans must be consistent with the Land Use Policies. Key mutual policy areas that this Plan encourages are: land use patterns that foster sustainable development; protection of the natural environment and minimising the loss of valued habitat; ensuring negative impacts to water quality, hydrology and soil erosion are minimised; and preservation and enhancement of significant historical resources for the enjoyment of present and future generations.

2.2 The Calgary Plan

The Calgary Plan was adopted by City Council in July 1998. The document is the municipal development plan for The City of Calgary, as required by the Municipal Government Act and as such, replaces the General Municipal Plan. The plan addresses future land use, development and transportation, relationships with municipal neighbours, provision of municipal services and facilities.

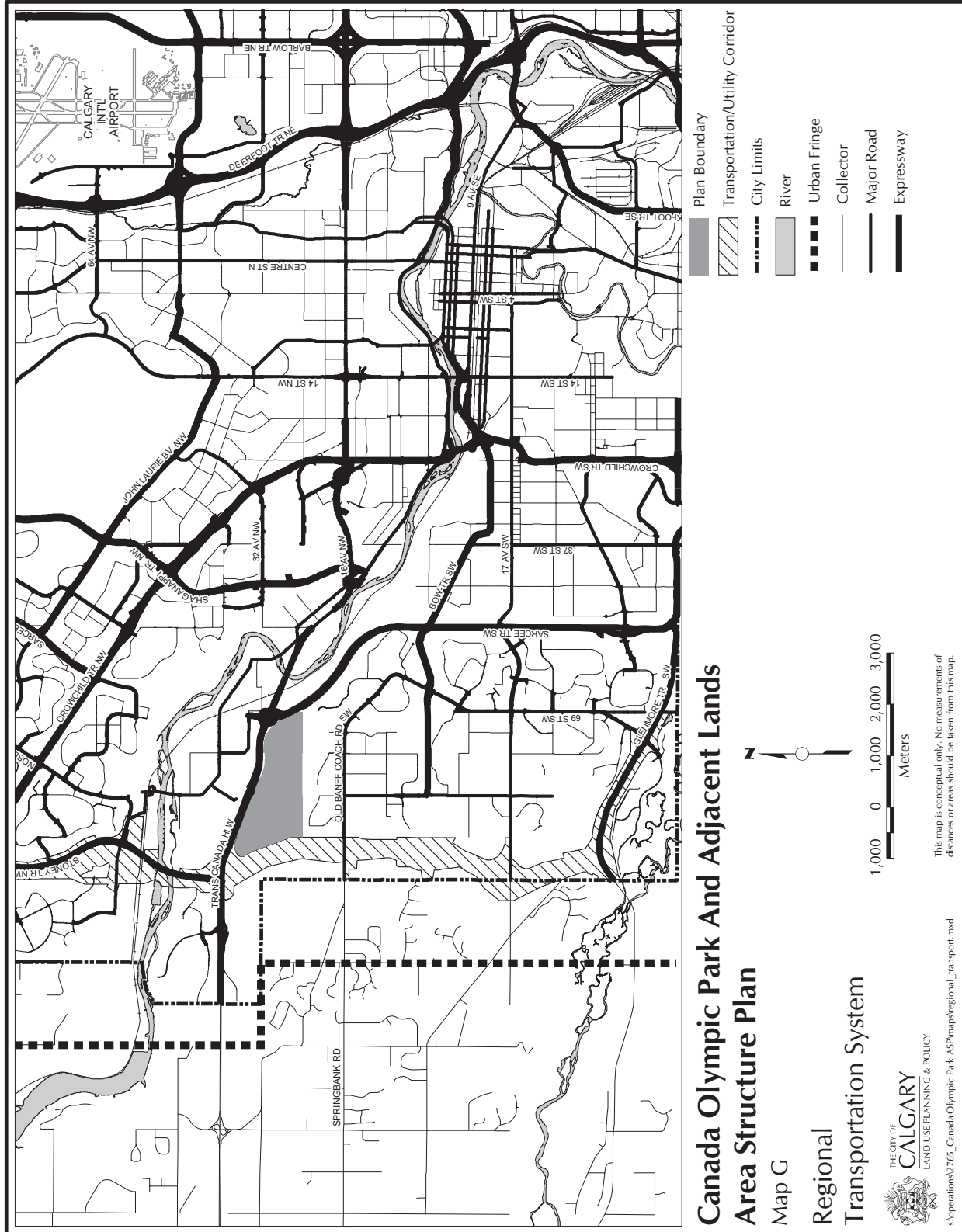
It also includes policies regarding the dedication of reserve land, and provides the basis for actions and decisions regarding the environmental, social and economic health of the city.

The Calgary Plan provides the strategic, city-wide framework for more detailed plans and policies.

2.3 Calgary Transportation Plan (1995)

In May 1995, the Calgary Transportation Plan was adopted by City Council. The plan portrays a vision of Calgary in the year 2024 when the city's population is expected to reach 1.25 million. It sets out a strategy for avoiding expensive and contentious river crossings and road improvements, the problems of air pollution, downstream traffic impacts, and the loss of natural areas experienced by other cities undergoing substantial growth.

It emphasises the link between transportation and land use planning, and establishes policies to be used in the planning of new residential communities so as to reduce the need for vehicle trips, and encourage transit and other modes of transportation. The study also supports the preservation of environmentally significant areas, historical and archaeological sites through effective land use planning.



2.4 Sustainable Suburbs Study (1995)

In July 1995, City Council adopted the Sustainable Suburbs Study: Creating More Fiscally, Socially and Environmentally Sustainable Communities. The study is aimed, not only at implementing the objectives of the Calgary Transportation Plan as they relate to the development of new communities, but seeks to encourage developers, City departments and others to find new ways of designing more sustainable communities. It describes many of the long term fiscal, social and environmental problems facing the City, and sets out a comprehensive package of planning policies, requirements and guidelines that respond to these issues.

2.5 East Springbank Area Structure Plan (1997)

The East Springbank Area Structure Plan approved by City Council on June 23, 1997, identifies the East Paskapoo Slopes plan area, and the current planning area as part of the Special Development Area. According to the plan policies, a development proposal must:

- a) provide evidence of slope stability to the satisfaction of the Approval Authority;
- b) show how the proposed development would be integrated with planned adjacent land uses and the roadway system, including any proposed building setbacks from the top of the escarpment;
- c) demonstrate how environmentally sensitive features can be maintained or integrated with the proposed development.

2.6 East Springbank III Community Plan

The East Springbank III Community Plan provides for a residential density range of 4 to 7 units per acre, a commercial use on Old Banff Coach Road SW, and school/open space sites on the flat lands south of the East Paskapoo Slopes planning area. These uses will have access from Old Banff Coach Road SW.

2.7 East Paskapoo Slopes ASP

The eastern portion of the plan was formerly located within the boundaries of the East Paskapoo Slopes Area Structure Plan (ASP). The lands are divided by the boundary separating the East Paskapoo Slopes ASP and the East Springbank III Community Plan. CODA's lands, although included in the ASP area, were placed Under Policy Review, pending completion of the Master Plan, under preparation at that time.

The East Paskapoo Slopes ASP sets the policy framework for the protecting, where possible, the Environmentally Significant Area, and the inclusion of the archeological sites in the open space system. The ASP also provides incentives for slope adaptive housing in the appropriate context. Furthermore, the plan aims to consolidate as much development as possible on the periphery of the main escarpment and minimize the visual impact of the development on the sloped areas and ridgelines.

2.8 Transit Friendly Design Guide

The Transit Friendly Design Guide was approved by City Council in December 1995, and describes techniques for improved integration of transit into residential and non-residential areas, to achieve the vision described in the Calgary Transportation Plan. It explains, and gives examples of, the physical requirements necessary to encourage transit use.

2.9 Improving Calgary's Entranceways

In 1994, City Council approved the study Improving Calgary's Entranceways which sets out varying design themes, improvements to public lands and guidelines for private development, to help articulate the arrival experience, ecological and cultural context for all of Calgary's various entranceways. For the Trans Canada Highway west, a "City by the Rockies" theme helps celebrate Calgary's proximity to the mountains and natural areas, as well as the legacy of the mining and timber industries along with transportation links through the Rockies.

2.10 Calgary Restricted Development Area and Transportation / Utility Corridor

A Restricted Development Area (RDA) around the City of Calgary was established in 1976. Land within the RDA was designated for Transportation / Utility Corridor (TUC) use in order to provide for long-term alignments for future ring roads and major linear utilities needed to serve the expanding urban area.

The TUC provides for the primary uses; for example, the ring roads, pipelines, powerlines and municipal services. Other uses permitted within the TUC are secondary or interim and include a variety of agricultural, commercial, recreational and storage activities.

2.11 The City of Calgary Environmental Policy, Principles and Goals

The City of Calgary Environmental Policy, Principles and Goals was adopted by City Council in November, 1994, and acts as a guide for City of Calgary Employees to ensure that the environmental stewardship and performance adopted by the City of Calgary is implemented and maintained by staff.

2.12 Accommodating Growth:

A Framework for Coordinating Municipal Capital Investment

This report details the growth-related capital projects needed for new development in Calgary's growth corridors over the next ten years. The Calgary Olympic Development Authority (CODA) lands are located within the West Growth Corridor. Bordering the Trans Canada West Planning Area, the CODA lands lie within the West Planning Area. Together these planning areas are expected to grow by a combined population of approximately 58,000 over the next twenty years.

The report outlines projects in the planning areas that will be required to accommodate future development in Calgary's northwest and west sectors. These projects will service future development on the CODA and surrounding lands and include provincial projects such as the Stoney Trail: Trans Canada Hwy to Hwy 8; and Hwy 8: Sarcee Trail to Stoney Trail (2002-2006).

2.13 The Urban Park Master Plan

This plan, approved by Council in September 1994, was prepared in response to a Provincial Government initiative regarding funding of urban parks.

The plan preparation involved extensive consultation with community groups, citizens and stakeholders, volunteer work on the Citizens Planning Advisory Committee, as well as five other subcommittees. The Pulse on Parks Survey, to which 45,000 people responded, was undertaken during the course of the study.

Technical input was provided by a resource team of City staff and consultants. For planning purposes, the river valley was divided into five segments, the Paskapoo Slopes being part of the Bow River West segment. The Bow River West segment is described in the plan as unique in diversity, abundance and connectivity of natural vegetation and landforms.

The Urban Parks Master Plan proposed a number of policies, of which the following are relevant to the plan area:

- preservation of ecological unit and wildlife movement corridor.
- development of a regional pathway at the top of the slope.
- unpaired secondary trails designed for pedestrian use only.

2.14 The Natural Area Management Plan

The primary role of this plan is to ensure long term viability of Calgary's natural environment, and to support its appropriate use by the public. A new classification is introduced, Natural Environment Park, to facilitate the task of planning and managing these areas.

The plan highlights the need for continuous processes of public input, education and interpretation of ecological data, and staff training to provide expert management of natural areas.

Edworthy Park/Paskapoo Slopes is identified in this plan as a major natural system. The higher elevations are shown as aspen forest, while the lowlands are shown as native grassland. Six ravines are shown as balsam poplar habitat.

(Note: The Natural Area Management Plan dealt with the portion of the planning area in the north end half of section 27. The balance of the planning area was outside the city limits at that time.)

2.15 Calgary Open Space Plan

The Open Space Plan identifies the major habitat types in the plan area as Native Grassland, Balsam Poplar and Aspen Forest.

The Open Space Plan shows the CODA ASP plan area as part of the conceptual major open space system. A proposed pathway is shown running north-south through the central portion of the CODA ASP plan area.

3.0 SERVICING CONTEXT

3.1 Water Servicing

The existing Village Centre Area and the Recreation (Ski Hill) Area is serviced by a single source from the Spy Hill West Pressure Zone and an on-site private distribution system. Service to the Employment (West) Area, the Core Development Area, and further development of the Village Centre Area can be accomplished by either extension of the private on-site system or from a public main protected by easement. The higher elevations of the Recreation (Ski Hill) Area and the Recreation (Nordic Slopes) Area can be achieved by boosting the on-site private system above the Spyhill West Pressure Zone.

The Employment (East) Area can be serviced by the Glenmore Pressure Zone and boosted on-site to the Spyhill West Pressure Zone. The service will be from the existing feedermain along the Trans Canada Highway and will serve as the second source to the existing on-site private distribution system.

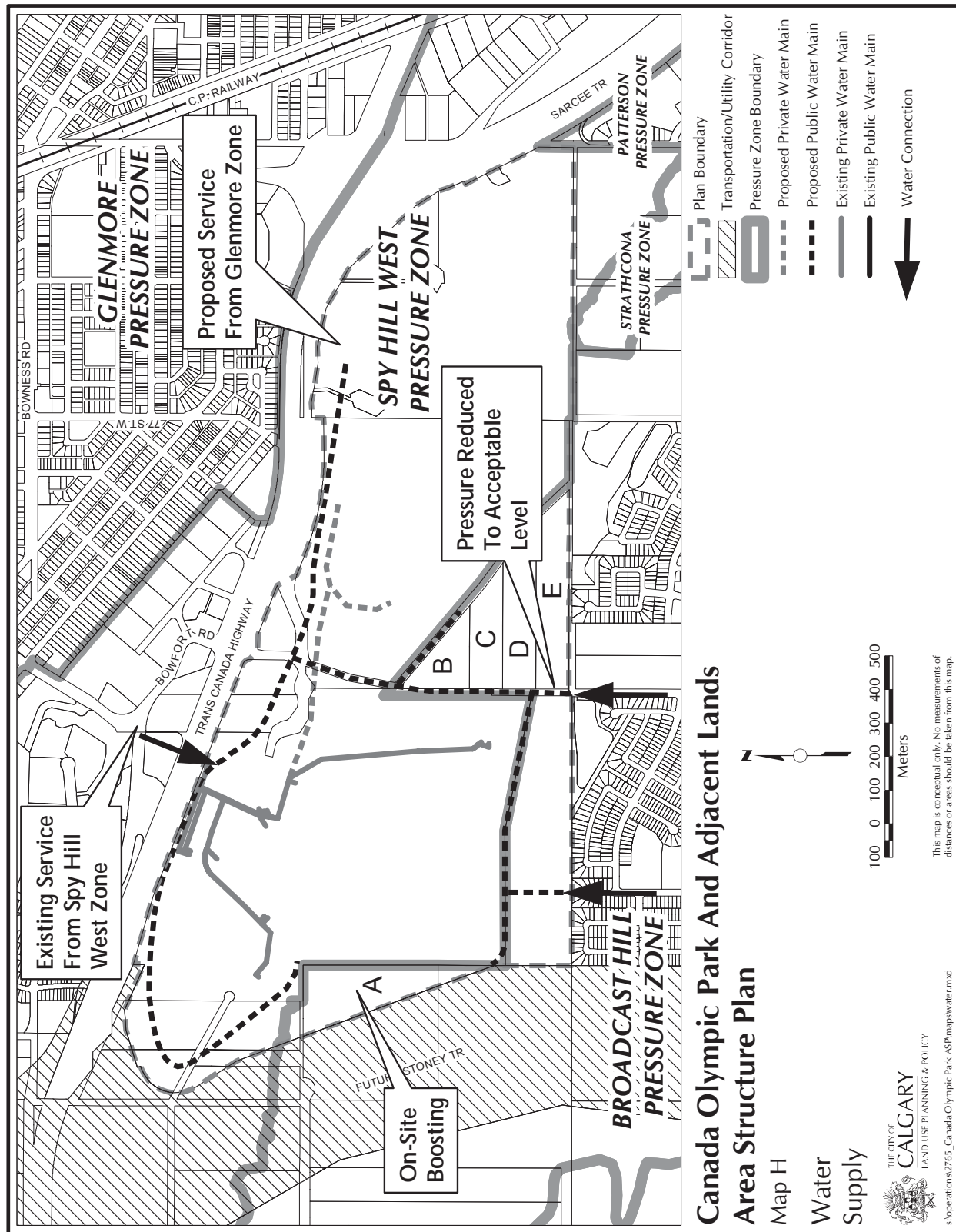
The Residential Area, in the southwest portion of the plan area, will be serviced by the Broadcast Hill Pressure Zone through the adjacent community of Cougar Ridge. The system will be isolated from the rest of the plan area.

Parcel A can be serviced from the Spyhill West Pressure Zone by a public main in an easement through adjacent private lands. Additional on-site boosting will be required on Parcel A.

Parcels B, C, D and E can be serviced by the Broadcast Hill Pressure Zone which will be pressure reduced to acceptable levels. The public main will be protected by easement through the CODA lands.

3.2 Sanitary Sewers

A sewer main exists at the north boundary of the plan area which currently services the existing development within the plan area. This main has capacity to service the Village Centre Area, the Commercial Core Area, the Employment Areas, the Recreational (Nordic Slopes and Ski Hill) Areas, and the Small Holdings (North and South) Areas. The servicing of the Residential Area can be achieved by extending the existing sanitary sewer system in Cougar Ridge.

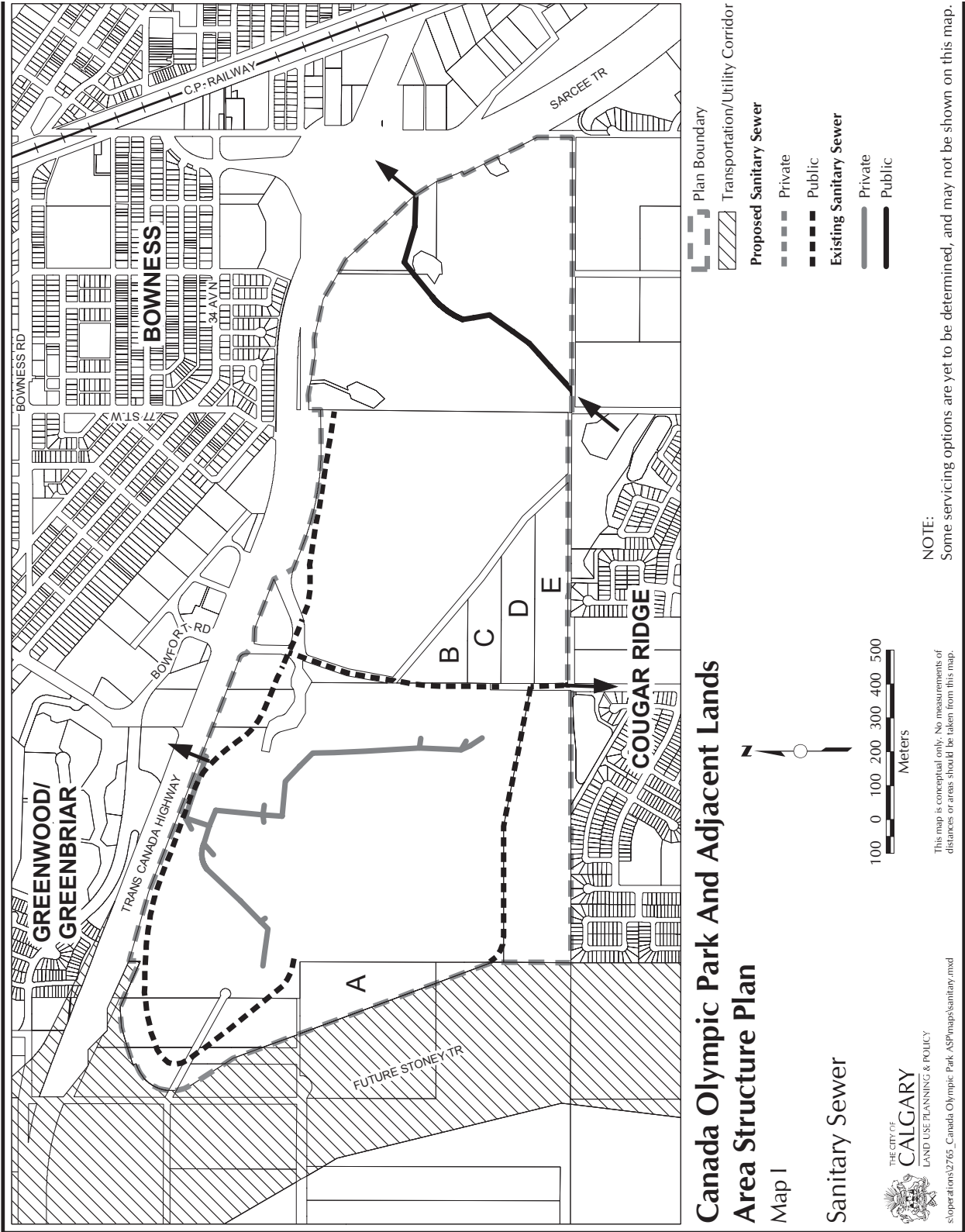


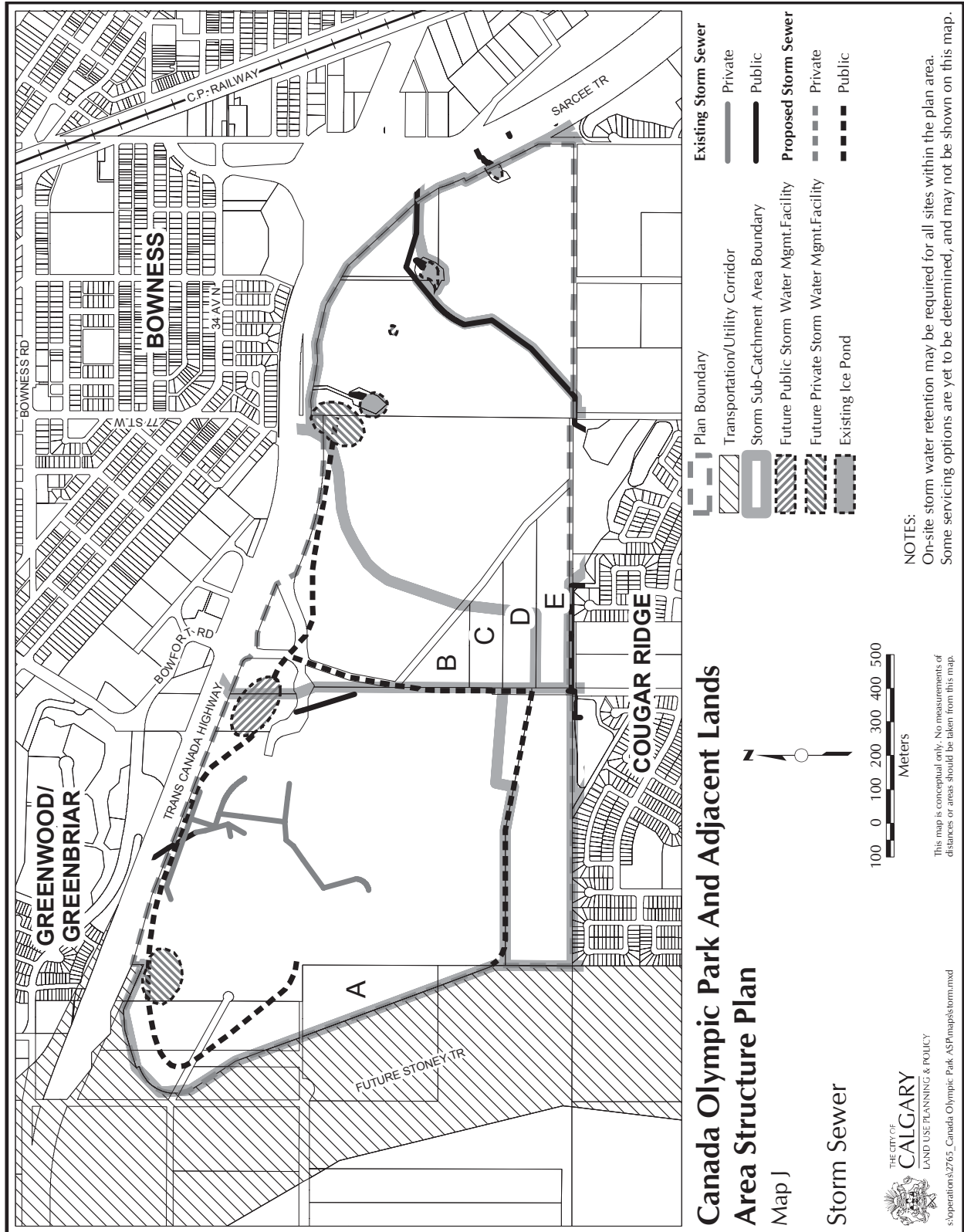
3.3 Storm Sewers

The plan area can be serviced by gravity to the existing municipal storm system at the northern boundary of the plan area. Private ponds will be located within the plan area on lands owned by the Calgary Olympic Development Agency (CODA). Flows contributing to these ponds may originate from the public storm sewer system (e.g. from the Small Land Holdings Areas (North and South)) if the appropriate documents, as approved by the City, are in place to address this. If the appropriate documentation can not be implemented, alternative stormwater management facilities will be required.

3.4 Shallow Utilities

Telephone, electrical, natural gas, and cable television services can be provided by extension of existing facilities from adjacent communities.





4.0 SOCIAL CONTEXT

4.1 Schools

Both the Calgary Board of Education and the Calgary Catholic School District have determined that they do not require a joint use site within the plan area. Students will be accommodated in existing schools in neighbouring communities. No playfields are planned for this area.

4.2 Police Services

Police services for the plan area will be provided from the existing District 2 Office, located at 4506 17 Avenue SW.

4.3 Fire Protection and Emergency Medical Services (EMS)

Fire protection services for the lower portion of the escarpment will be provided from Fire Station #15, located in Bowness, at 6328 35 Avenue NW. The remainder of the plan area will be serviced from Fire Station #29, located at 7027 Coach Hill Road SW. Emergency medical services will be provided from EMS Station No. 15, at 5010 Bowness Road for the area below the escarpment, and EMS Station #8 at 1720 45 Street SW for the area above the escarpment.

4.4 Library Services

The plan area will be served by the Crowfoot Library at 8665 Nose Hill Drive NW, and the West Hill Branch Library at 5994 Signal Hill Centre SW.

4.5 Social Services

Social services will be provided from the Bowmont Centre at 5000 Bowness Road NW, and from the Shaganappi Centre at 3415 8 Avenue SW.

4.6 Public Health Services

Health services will be made available to residents in the planning area through the Northwest Community Health located at No. 109, 1829 Ranchlands Drive N.W., and the Bowness Community Health Centre located in Bowness at 6328 - 35th Avenue N.W.