

Canada Olympic Park and Adjacent Lands Area Structure Plan Amendment

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Trinity Development Group Inc.



TRINITY

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Executive Summary

Development Success

Trinity Development Group is committed to the continued development of the community of Medicine Hill as an industry leading mixed-use community. To date, Trinity Development Group has invested over \$400 million in the community and they expect to invest an additional \$1 Billion in the years to come as the community nears completion. As of Q4 2020, approximately 50% of the community has active development permit applications with a mix of commercial and residential uses prevalent through the various blocks.

Evolving Market Demand

As a result of changes in market conditions there has been a reduced demand for brick and mortar retail and office premises and an increased demand for residential development within the region. In order to accommodate increased residential development changes are required to the Area Structure Plan.

ASP Amendments Sought

The Canada Olympic Park and Surrounding Lands Area Structure Plan (ASP) is prescriptive and inhibits the flexibility required to accommodate the proposed transition to residential development. In order to allow for this flexibility, amendments to the ASP are proposed to simplify the document while maintaining the overall vision for the area.

General Nature of Amendments

The proposed amendments allow for the reduction of retail and office uses and the flexibility to accommodate increased residential uses. They further refine policies, so they are in keeping with the current needs of the community while ensuring alignment with the vision for the community.

Retaining the Original Vision

Important elements of the original concept are not changing, including (i) the size and location of open space, development boundaries and park interface areas, (ii) the incorporation of retail and residential uses along pedestrian friendly streets, (iii) the location of the main spine public road (Na'a Drive) and predominant use of underground/structured parking, and (iv) the urban nature of the development and high quality of development design.



Specific Amendments to ASP

The specific amendments can be summarized as follows:

Uses

1. The prescriptive density and use tables for blocks within the community are proposed to be deleted so that the mix of uses can fluctuate within and between the blocks according to the market demands but aligning with the vision for the community. Less retail and office and more residential uses are envisioned, all of which will be governed by the capacity of the road network and other key infrastructure.
2. Amendments are proposed to accommodate main street commercial uses, flexibility in tenant storefront width, and flexibility for standalone residential uses and ground floor office capacity.

These changes will provide additional flexibility of uses to allow for refinements to the overall development concept while maintaining the vision for the community as a whole.

Design Elements

1. Revisions will be incorporated to ensure additional flexibility regarding the detailed design elements with respect to slope adaptation, setback and massing requirements, building height and terracing.
2. Amendments will remove street cross-sections for streets already built and provide building design flexibility adjacent to the streets to respond to market demands.
3. Amendments will allow for relaxations for structured parking requirements where justifiable through good planning policy.

4. Further amendments to provide discretion to the approving authority where warranted, including the requirement for specific uses such as hotels.

Interpretation

1. Amendments are proposed to clarify the flexibility of application of the guidelines in the appendix in comparison to the rigidity of policies in the main body of the ASP.

Additional Flexibility

1. The removal of the requirement for wildlife connectivity and environmental assessment reports with each development permit unless impacting the environmental area.
2. The removal of the requirement for Biological Impact Analysis' (BIA) at the development permit stage unless deemed relevant to trails within Environmental Reserve parcels.

ASP Amendment Objective

The goal of the proposed ASP amendments is to provide the flexibility required to facilitate continued innovative development and investment in this high quality urban mixed-use neighbourhood.

Format for Submission

The format of this report is organized into two segments: Policy and Guideline Amendments. These segments are further divided by policy Section Heading with suggested wording changes and the rationale for the changes. Revisions include wording or sections that have been struck-out, new wording proposed noted in red, and rationale for the changes noted in blue. A map has been included below to indicate block letters referenced in the rationale.

POLICY AMENDMENTS

This segment of the submission references proposed amendments to portions of various policy sections found in the main body of the ASP.

The main objectives of the policy revisions are to provide clarification between static policy and flexible guidelines as well as provide more flexibility as to the distribution, mix and density of uses. The current density tables are too prescriptive and are discouraging new users and commitment to the development. The intent is to continue to accommodate additional commercial uses, where possible, but to replace some retail and office uses with residential units.

Policy Amendments 1: Guideline Interpretation

1.0 Introduction

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. The guidelines contained in Appendices A to D form part of the non-statutory component of the Plan and are to be interpreted and applied as guidelines in a flexible manner.

Rationale: Changes are proposed so that interpretation of guidelines is consistent with the wording stated in the appendix which indicates that guidelines are intended to be flexible. The policies in the statutory portion of the ASP are meant to be more rigid whereas the guidelines in the Appendix were always intended to be flexible.

Policy Amendments 2: Guiding Principles and Vision

3.0 Strategy

3.1 Guiding Principles

- Develop a Distinct, Compact, Mixed-Use area that **may contain** ~~contains~~ Entertainment, Employment, and Retail Amenities for Local Residents and Visitors.

3.2 Vision of the Future

A new mixed-use centre has been developed on the lower portion of the slopes, east of COP. It **may feature** ~~features~~ hotels, restaurants, a public flag plaza and commercial and public amenities that complement events and operations at Canada Olympic Park. For residents of west Calgary, the mixed-use centre provides important new amenities such as residential development, ~~an~~ **employment hub** and retail amenities. These uses are integrated with the unique landscape through careful site and building design, preserving ravines, watercourses and other important natural features and functions.

Rationale: Proposed wording changes recognize the challenge of attracting certain uses. Although they continue to pursue various uses, Trinity has not been able to secure a cinema for entertainment nor the level of employment through office development originally anticipated due to various economic factors. Landmark signed a deal with Market Mall for a movie theatre while high downtown office vacancy rates makes it hard to attract tenants to suburban offices on the west side of Calgary.

Policy Amendments 3: Gateway District

5.0 Land Use Areas

5.6 Gateway District

5.6.1 Purpose

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

Rationale: Marketing themes should be left out of a policy document. Not all forms of development envisioned for the site may be viable. Changes allow for less rigid development expectations. The original concept envisioned the majority of the area as retail but has changed to have more residential.

5.6.2 Policies

(1) Composition of the Gateway District

(a) Subject to the policies of this Plan, the Gateway District should predominantly contain mixed-use *development* buildings with residential, office and other commercial or institutional uses *preferred to be* located above retail uses at grade *where feasible*.
Rationale: This clause and reference to mixed-use buildings has been interpreted to require a mix of uses in every building. We believe that this was not the intent of the policy but rather to have mixed uses development spread over the entire development/neighbourhood. The amended wording is to provide additional clarity for interpretation. The amended wording would also allow for additional uses on the main floor, particularly when only one floor of commercial exists

(b) Single-use residential, office and other commercial or institutional buildings may be considered appropriate in the Gateway District, ~~but shall not be located along the Commercial Main Street.~~
Rationale: The proposed wording opens the opportunity for stand-alone multi-residential uses to be developed along the main street. There may not be sufficient demand to warrant only commercial uses on the Main Street.

(2) Design of the Gateway District

(a) Both sides of the ~~Commercial~~ Main Street should be lined with commercial uses at grade *where viable*.
Rationale: This prevents mandated retail when conditions do not warrant.

(c) At grade retail units should have individual entryways onto the ~~Commercial~~ Main Street.
Rationale: This will enable the street to be developed with a mix of commercial and residential uses. It will not have to be only commercial.

- (d) ~~Office Uses with a use area over 465 m² and Residential Uses are not permitted to locate at grade along the Commercial Main Street.~~
Rationale: This deletion removes area restrictions that are inflexible while opening up options for office uses of varying sizes.
- (e) ~~Structured and underground parking in the Gateway District shall be provided as per Section A.5.6~~ is encouraged.
Rationale: This revision makes the requirement for underground or structured parking less prescriptive allowing the intensity of development to influence either parking form. Up to now, the development has exceeded the underground/structured parking requirement prescribed by the plan (89% provided in Block B vs 60% required), future development may not meet expectations and should be given an opportunity for relaxations. Regardless, no other known ASP in Calgary requires a designated percentage of underground/structured parking. This clause is too prescriptive and is a deterrent to new users to the lands.
- (f) ~~Surface parking lots shall~~ should not front onto the ~~Commercial~~ Main Street.
Rationale: Although very few options remain where parking can access the main street, there may be an occasion where access from the main street may be the only option. As a rigid policy document, this "shall" wording does not provide for necessary flexibility.
- (i) Buildings in the Gateway District should generally be ~~between 4 and~~ up to 6 storeys.
Rationale: There should not be a minimum height requirement. This provides for flexibility in design.

Policy Amendments 4: Commercial District

5.0 Land Use Areas

5.8 Commercial District

5.8.1 Purpose

The purpose of the Commercial District is to accommodate a wide range commercial uses such as retail, office, hotel as well as residential development. The Commercial District will serve as a draw for residents from surrounding communities, and will also provide everyday services and amenities for local residents. Retail units located along the ~~Commercial Main Street are limited to small façade widths to ensure~~ 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 ~~Commercial Main Street~~. Direct access to this area is provided via the access at Sarcee Trail.

Rationale: Amended wording provides more flexibility to attract tenants and to allow for residential and commercial uses along the Main Street.

5.8.2 Policies

(1) Composition of the Commercial District

- (a) Subject to the policies of this Plan, the Commercial District should predominantly contain mixed-use buildings development with residential, office and other commercial or institutional uses preferred to be located above retail uses at grade where feasible.

Rationale: Although the development is mixed-use, not every building contains a mix of uses. The word change clarifies this. The additional wording amendments would allow additional uses on the main floor when only one floor of commercial exists.

- (b) Single-use residential, office and other commercial or institutional buildings may be considered appropriate in the Commercial District, ~~but shall not be located along the Commercial Main Street.~~

Rationale: The amended wording opens up the opportunity for stand-alone multi-residential uses to be developed along the main street. There may not be sufficient demand to warrant only commercial uses on the Main Street.

- (d) Large scale retail, ~~and automotive uses, such as gas bars, auto repair~~ may be located in the Commercial District but ~~should be located behind smaller scale uses or otherwise screened from~~ **are discouraged from locating along** the Commercial Main Street.

Rationale: The amended wording provides more specificity as to what uses are discouraged, but not prohibited where it might be justified. A large-scale retailer may be appropriate on the second floor just as a gas bar or auto repair may be appropriate on Block L. The wording provides additional options to attract commercial uses without compromising the look and feel of the pedestrian street.

(2) Design of the Commercial District

- (a) Buildings in the Commercial District that are adjacent to the ~~Commercial~~ Main Street shall be designed to enhance the public realm with entryways to ground-floor residential and commercial units along the ~~Commercial~~ Main Street having individual, direct access to the sidewalk.

Rationale: The deleted commercial reference would enable for both residential and commercial uses on the Main Street, not just commercial uses. Consider removing reference to both Commercial and Residential Main Streets on the Land Use Concept Map #2 to provide use flexibility.

- (b) Small to medium scale commercial units should be located at grade along the ~~Commercial~~ Main Street. Larger retail units may be considered along the ~~Commercial~~ Main Street provided they are located above or below grade, or located at grade and lined by smaller uses fronting the street.

Rationale: Would allow for both residential and commercial uses on the Main Street, not just commercial uses.

- (c) ~~Office Uses with a use area over 465 m² and Residential Uses are not permitted to locate at grade along the Commercial Main Street.~~

Rationale: This deletion removes area restrictions that are inflexible while opening up options for office uses of varying sizes.

- (d) A privately owned but publicly accessible amenity space should be provided in the Commercial District. The amenity space:

- (i) ~~should be no less than 0.10 hectare;~~

Rationale: This policy was based on a previous concept plan that showed a singular plaza. The concept plan has been updated since this point and envisions two separate main plazas. A policy document should not specify the specific hectares of an open space unless it is required to fulfill Municipal Reserve requirements or is required to compensate for density bonusing. Neither scenario exists here. Deletion of the hectare requirement allows for modifications to a concept plan. Currently there are four plazas on Block I and

one proposed with the current development permit application in a portion of Block H. The intent of providing private open space has been exceeded on the first two development permit applications in the Commercial district without the need for a specific area requirement.

- (ii) ~~should provide a pathway linking the Commercial Main Street to the private interior street;~~

Rationale: This policy was based on a previous concept plan design that showed a private internal road in Block H surrounded by retail which is no longer being pursued. This policy should be flexible to allow for changes in the concept plan to adapt to changing market conditions.

- (iii) should provide seating for residents, employees and visitors to the area; and

- (iv) should include public art **in key locations within the development.**

Rationale: Not every building or development permit application that has public amenity spaces requires public art. The intent is to have art within the development but not necessarily with each building.

- (h) Structured and underground parking in the Commercial District ~~shall be provided as per Section A.5.6~~ **is encouraged.**

Rationale: This revision makes the requirement for underground or structured parking less prescriptive allowing the intensity of development to influence the parking form. Up to now, the development has exceeded the underground/structured parking requirement prescribed by the plan (In Block I: for Trinity- 55% provided vs 0% required, for Nautical Lands Group – 100% provided vs 0% required), future development may not meet expectations and should be given an opportunity for relaxations when overall the goal is being met. Regardless, no other known ASP in Calgary requires a designated percentage of underground/structured parking. This clause is too prescriptive and is deterrent for new investment.

Policy Amendments 5: Use Intensity

8.0 Density Policies

8.4 Use Intensity in the Gateway, Village and Commercial Districts

8.4.1 Purpose

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

8.4.2 Policies

(1) ~~Minimum Use Requirements~~

- ~~(a) The minimum use requirements for the Plan Area are shown in the following tables, by Block within each District. This represents the minimum amount of retail floor space, office floor space or number of residential units that are required across the plan area.~~

~~(b) In order to track the progress of development and ensure the minimum requirements are met, applicants should provide information as per Appendix C.4.1 (1) Development Permit Submission Requirements.~~

(2) Maximum Use Allowed

~~(a) The maximum use allowed for the Plan Area is shown in the following tables, by Block or by District. This represents the maximum amount of retail floor space, office floor space or number of residential units that are allowed in each block or district.~~

~~(b) In order to track the progress of development and ensure the maximum use limits are not exceeded, applicants should provide information as per Appendix C.4.1 (1) Development Permit Submission Requirements.~~

Gateway District: Minimum and Maximum Use by Block				
Block	Block Area	General Use	Minimum Use Requirement	Maximum Use Allowed
A	3.43 ha	Retail	12,000 m ²	17,700 m ²
		Office	2,300 m ²	5,100 m ²
		Residential	-	-
		Hotel	-	250 rooms
B	3.25 ha	Retail	9,300 m ²	10,200 m ²
		Office	2,300 m ²	5,100 m ²
		Residential	-	-
		Theatre	-	1,500 seats
C	0.80 ha	Retail	-	-
		Office	-	-
		Residential	48 units	130 units
Total	7.48 ha	Retail	21,300 m ²	27,900 m ²
		Office	4,600 m ²	10,200 m ²
		Residential	48 units	130 units
		Hotel	-	250 rooms
		Theatre	-	1,500 seats

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

Commercial District: Minimum and Maximum Use by Block				
Block	Block Area	General Use	Minimum Use Requirement	Maximum Use Allowed
		Retail	13,200 m ²	

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

(3) Monitoring Use Intensity

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

Use intensity shall be determined by road and sanitary capacity 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 in relation with the conclusions of the initial studies. All studies presume that all blocks will be allocated a reasonable level of density.

Rationale: The proposal is to replace the existing policies, including density tables, with the wording noted above. Current density policy numbers are too static and do not allow the level of density redistribution required to reflect changes in the market without having to return to Council for approval. Potential investors / builders / users read the document and are scared away by the perceived inflexibility of the numbers represented in the tables.

Factors affecting the maximum density are road and sewer capacity. A sanitary sewer study and Transportation Impact Analysis have been submitted in support in the shift in development focus from retail and office to more residential uses. All future development permit or land use applications would have to show that any changes in use density would have to comply with the limits set by both studies without compromising the developability of other parcels.

Minimum densities were identified in the tables to provide the City with a level of certainty that low-density development would not be built. The form and intensity of development currently applied for or under construction shows that there is no need to set minimum density limits as current developments exceed minimum density targets.

Adjusting the square footage area limits within the table would not be viable either as development plans are constantly evolving whereas the figures in the tables are static. The proposed wording would reduce the need to return to Council for ASP amendments related to use density modifications.

Policy Amendments 6: Transportation

9.0 Development Staging Policies

9.2 Off-Site Transportation Capacity

9.2.2 Policies

- (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 are subject to ongoing analysis of implications to the local and regional transportation network. As a result of these analyses, development may be limited /restricted to ensure an appropriate mix of uses is achieved across the subject site, at the discretion of the Approving Authority endeavor that local and regional transportation networks are not compromised.*

Rationale: The intent should not be for the Approving Authority to identify the appropriate mix of uses, but rather to ensure that the mix of uses on the various blocks does not compromise the transportation network.

APPENDIX A DESIGN GUIDELINE AMENDMENTS

This segment of the submission references proposed amendments to portions of various guideline sections that are part of Part 1 Appendices of the ASP.

The purpose of the guideline revisions is to clarify the situations where certain guidelines apply and to provide greater flexibility in how building guidelines are applied. Some of the current guidelines are too prescriptive and are discouraging new investment builders and users to commit to the area.

Guideline Amendment 1: Interface Treatment

A.2 INTERFACE TREATMENT

A.2.2 Guidelines

(1) 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

- (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.

Rationale: The phrase is too subjective and does not come with parameters for determining what height and massing is inappropriate.

Guideline Amendments 2: Slope Adaptive Design

A.3 SLOPE ADAPTIVE DESIGN

A.3.2 Guidelines

(1) Site Grading

Development of a site should

- (iii) **where possible and logical**, minimize the use of retaining walls **to reduce its visual impacts on the development**, with any such walls not to exceed 1.8 metres (6.0 feet) in height, or 15.0 meters (50 feet) in length.

Rationale: The amended wording would discourage the use of retaining walls to reduce its visual impacts and would remove the static height and length reference that would limit the use in situations where retaining walls are logical.

(3) Built Form

Development on a site should

- (i) **consider designing** ~~ensure that~~ buildings **that** are stepped down the slope and utilize natural grade variations through a multi-level design **where possible**,

Rationale: Step-down building designs may not be practical for each site.

- (ii) be terraced where possible to follow the natural topography **and consider** with the grading at the base of an uphill building to be ~~limited to~~ one storey of cut per building step (in section), and

Rationale: One storey per step may not be practical. Two or half storey steps may be more practical in some situations.

- (iii) be designed so that roof lines **consider** ~~follow~~ the natural slope of the land.

Rationale: It is not practical to require roof lines to follow the slope of the land as written. Every roof would have to have a slanted roof line which was never the intent.

(5) Trail System

- (c) **At the development permit stage 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.

Rationale: The revised wording is proposed to clarify that the requirements apply to development permits for multi-use trails located within Environmental Reserve parcels not for development permits on private land. All pathways created on developable land were subject to a BIA at the outline plan stage.

A.3.3 Analysis

(1) Slope Adaptive Development Analysis

- (a) A Slope Adaptive Development Analysis should be submitted in conjunction with ~~a Land Use Amendment~~ **an outline plan** application, or, if determined appropriate, a Development Permit application **for stripping and grading.**

Rationale: A slope adaptive analysis is appropriate at either the outline plan or stripping and grading development permit, not at land use.

Guideline Amendments 3: Visual Compatibility

A.4 VISUAL COMPATIBILITY

A.4.2 Guidelines

(3) Orientation

- (a) **Development 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.~~

Rationale: Clarity is required as it is not every site that requires variations in building setbacks, orientation or grades but rather development adjacent to the Trans-Canada Highway to ensure the most visible portion of the neighbourhood, visible to the most number of people, avoids a “walling” affect.

- (b) Pitched roofs, stepped-back buildings and breaking long, linear rooflines into smaller, pitched segments should be ~~introduced~~ **considered**, where determined appropriate, to

break up the visual mass of buildings. *Rationale: Wording clarification.*

Guideline Amendments 4: Built Form

A.5 BUILT FORM

A.5.2 Built Form

(1) General Design Policies **Guidelines**

- (k) Development applications ~~shall~~ **should** meet high levels of environmental leadership and low impact development, including:

Rationale: As a guideline these requirements should be flexible.

- (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.~~

Rationale: Wildlife connectivity, as identified in the original BIA, was a consideration that helped form the bases of the approved outline plan design, including the location of open space to protect wildlife corridors. As Wildlife connectivity was addressed at the outline plan stage it is no longer applicable at the development permit stage. Furthermore, an evaluation of the outline plan was prepared by a qualified environmental consultant that concluded that the outline plan design protected wildlife corridors and met a high level of environmental standards. Therefore, requiring a similar report at the development permit stage would be redundant as the developable land has already been stripped and graded in preparation for development.

(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.~~

Rationale: Not every building need to incorporate signature or landmark elements. This is deterring investment and user opportunities.

- (b) In order to activate the public realm, buildings located along the Main Streets:

- (i) ~~shall~~ **should** provide direct access to the public sidewalk from individual ground floor units that face the Main Streets;

Rationale: There may be instances where direct access to units is not ideal, such as a hotel or dementia ward where access is limited to one main door. This change would provide flexibility and the wording would be in-line with other guidelines that follow.

- (iii) Should provide narrow storefronts **where feasible** (as a guideline a width of 10 metres is considered a useful benchmark) and frequent entries in commercial areas to help create strong visual interest; and

Rationale: To allow vacant CRU space to be occupied by tenants.

(3) Prominent Building Design and Review

- (a) The ~~general number and~~ location of Prominent Buildings are identified in Map 6 Building Height.
Rationale: To provide more flexibility where prominent buildings are to be located without the need to return to Council for a change in building location. Building height limitations are not being changed with this ASP amendment.
- (b) ~~Only one tower shall be allowed at each location identified in Map 6 Building Height.~~
Rationale: The graphics on building and associated guidelines are too prescriptive and rigid. The ASP does not allow for relaxations, even for the relocation of prominent buildings. For example, Nautical Lands Group proposed two towers instead of one to reduce the appearance of massing. This change resulted in an ASP amendment which delayed the project. Any variance from the plans or graphic require an ASP amendment requiring a Council decision, limiting plan modifications in response to market demand and creative designs. It also discourages investment opportunities if their plans result in an ASP amendment. To our knowledge, no other ASPs specify the exact location of towers like that specified in this plan. A general statement like that found in section (a) above would provide the development industry flexibility to build where it is deemed appropriate without having to return to Council for a decision on location, freeing up time for Council and Administration.
- (n) Prominent buildings should exhibit:
- (ii) ~~upper storey design that includes articulation and elements of visual interest, including distinctive penthouse and roof treatments~~
Rationale: Not all buildings should require distinctive penthouse and roof treatment. These elements push up the cost of development at very limited benefit to the renter or purchaser. No other known suburban ASP has this requirement which unnecessarily adds to the housing.
 - (iii) ~~As per the above figure, prominent buildings may have a minimum 6.0m setback from the edge of the podium above the fourth~~ ~~sixth~~ storey
Rationale: Typically, building setbacks occur beyond 20m. This requirement reduces builder's yields and is a deterrent for investment in more affordable housing units.
- (f) The design review process ~~shall~~ **should**
- a. 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
Rationale: How do you ensure visual permeability? This is very subjective and discourages investment. A change from "shall" to "should" would provide flexibility and discretion.

Guideline Amendments 5: Parking

A.5 BUILT FORM

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

(1) Parking Orientation

~~(a) The amount of underground and/or structured parking should be provided as per Map 7 Parking Allocation.~~ *The use of structured and underground parking in the Gateway and Commercial Districts is encouraged.*

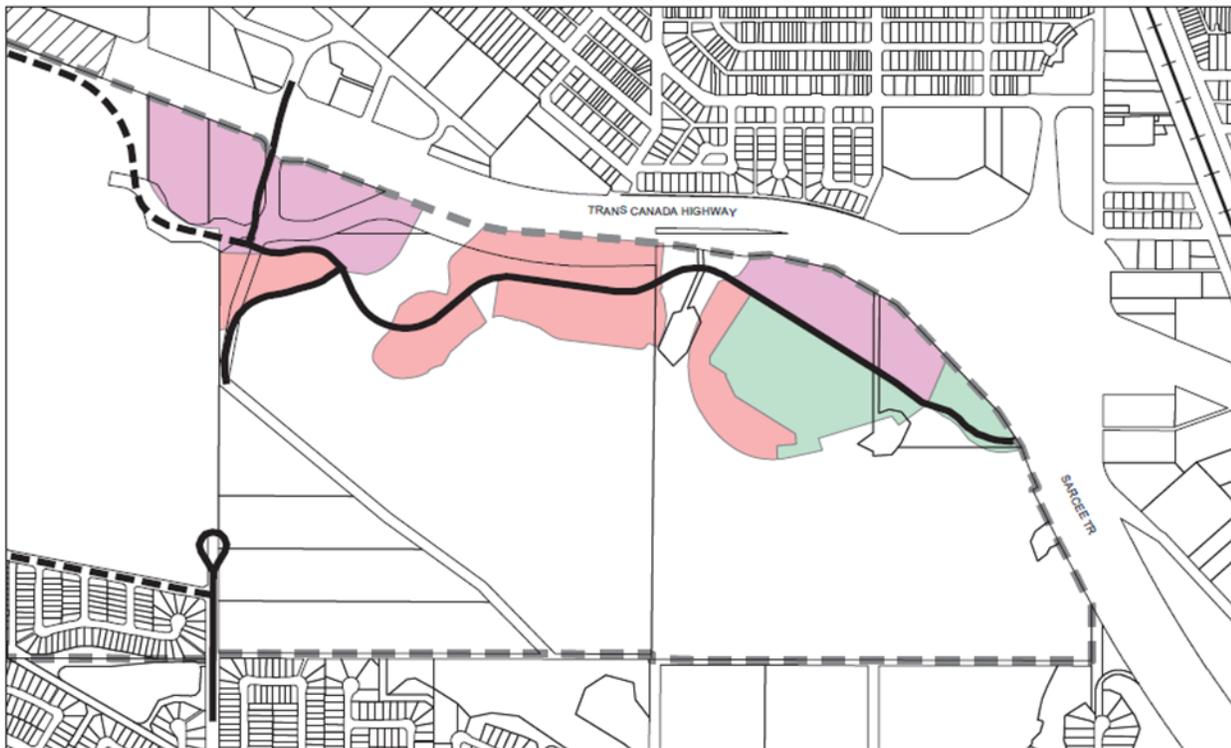
Rationale: The proposed wording would be less prescriptive regarding how much structured parking is required at each location. Although structured parking provided in Block B (89% provided vs 60% required) and Block I (for Trinity- 55% provided vs 0% required, for Nautical Lands Group – 100% provided vs 0% required) already exceed ASP requirements, future development on some blocks may be of a different use or form than originally envisioned and may not meet individual site expectations even though overall the goal for the development has been met. As the use and form of development has changed from the original concept for which these parking requirements were devised, future applications should be given an opportunity for relaxations if necessary. If development can proceed towards the highest and best use, underground/structured parking will be provided. Since the ASP does not allow for relaxations and no other known ASP specifies a required percentage of structure parking, removal of Parking Allocation Map 7 is requested.

~~(b) Parking access and driveways should not be located~~ *may be located* along the Main Streets *where they* ~~to~~ minimize interruptions to the pedestrian environment and conflicts with bus stops.

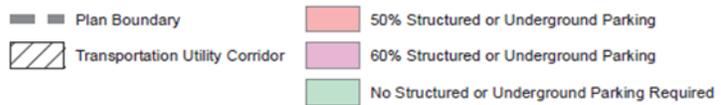
Rationale: The proposed wording would be less prescriptive and would provide flexibility in situations where driveways may be required.

~~(c) Motor vehicle parking lots shall not be permitted adjacent to the Main Streets.~~

Rationale: This clause would preclude the potential to access underground or structured parking from a Main Street. It is too prescriptive and not necessary.



Map 7
Parking Allocation



Guideline Amendments 6: Street Cross-Sections

A.5 BUILT FORM

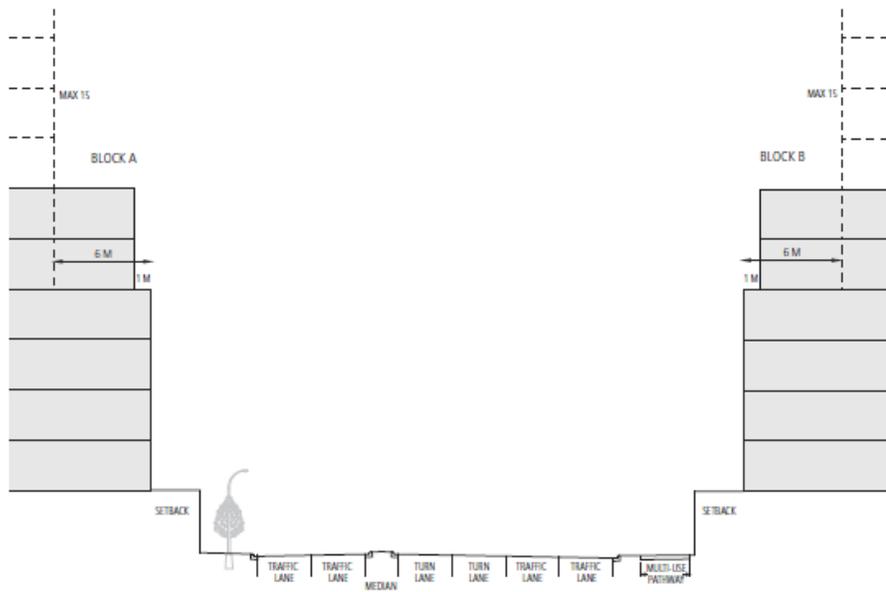
A.5.4 Street Cross-Sections

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

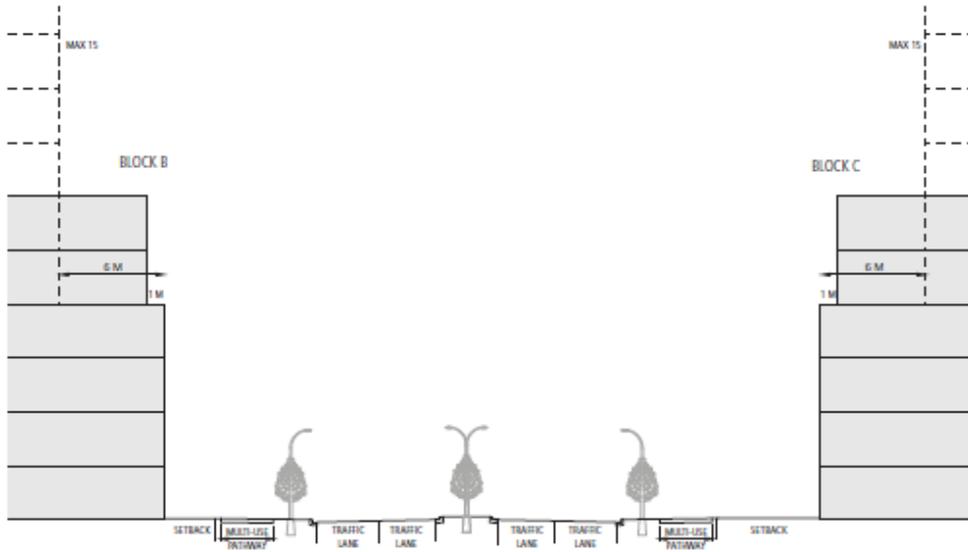
Rationale: Delete the section. Streets cross-sections are no longer relevant as all public streets are built. The criteria could be misinterpreted as requirements for private roads which is unnecessary.



Street cross-section A: Canada Olympic Drive SW

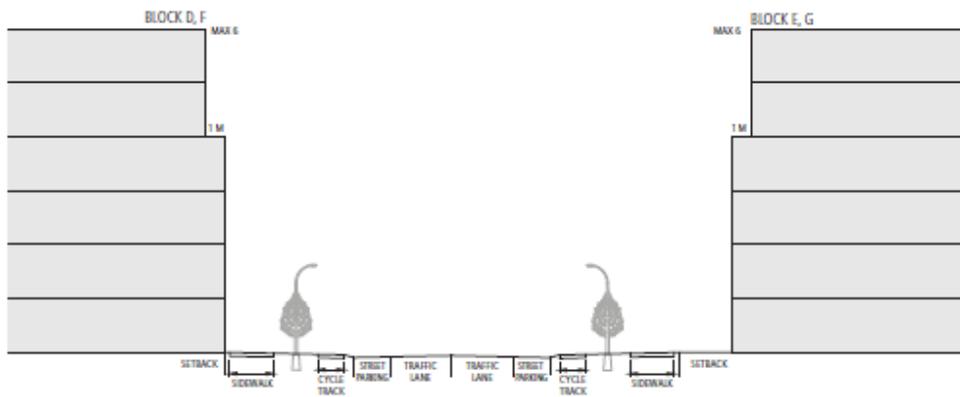


Street cross-section B: Canada Olympic Drive SW **BYLAW 25P2015**



Street cross-section C: Village District

BYLAW 25P2015



Street cross-section D: Commercial District

BYLAW 25P2015

