



Town of Olds

EAST OLDS AREA REDEVELOPMENT PLAN

Prepared by:



**Adopted by Bylaw #2014-15
October 14th, 2014**

Table of Contents

1.0 Introduction	1
1.1 Purpose and Objectives.....	1
1.2 Plan Area.....	1
1.3 Mandate and Alignment with Other Plans	4
2.0 Background.....	5
2.1 General Character and Land Use	5
2.1.1 Residential	5
2.1.2 Commercial	6
2.1.3 Industrial.....	6
2.1.4 Institutional	6
2.1.5 Recreational	6
2.2 Existing Conditions and Opportunities	6
3.0 Vision and Development Concept	10
3.1 Vision Statement.....	10
3.2 Future Land Use Concept.....	10
4.0 Policies and Key Actions	14
4.1 Residential Land Use.....	14
4.2 Commercial Land Use	18
4.3 Industrial Land Use.....	21
4.4 Heritage Conservation	24
4.5 Public Realm	27
4.6 Mobility Network	32
4.7 Utilities and Public Infrastructure.....	40
4.8 Residential Design Guidelines	42
4.9 Commercial Design Guidelines.....	47
5.0 Implementation	52
5.1 General.....	53
5.2 Future Land Use Concept	55
5.3 Public Realm.....	57
5.4 Mobility Network.....	58
5.5 Utilities and Public Infrastructure	63
6.0 Glossary	64
Appendix A – Olds FTTP Service Area Map.....	69
Appendix B – 46 th Avenue (Highway 2A) Cross Section	70

Maps

Map 1: Plan Area.....	3
Map 2: Existing Land Use Designations.....	8
Map 3: Areas of Potential Redevelopment.....	9
Map 4: Future Land Use.....	13
Map 5: Heritage Inventory.....	26
Map 6: Public Realm.....	31
Map 7: Mobility Network.....	39
Olds FTTP Service Area Map.....	69

1.0 Introduction

An *area redevelopment plan (ARP)* is a *statutory plan* adopted by Municipal Council that provides more in-depth policy and guidelines for the *development* and *redevelopment* specifically for an existing area. During the preparation of the Town of Olds *Municipal Development Plan (MDP)* in 2007, the area known as East Olds was officially identified for the preparation of an *ARP*.

East Olds has experienced some residential intensification in the past and it is anticipated that the area will face increasing pressure and interest in the *redevelopment* of older properties and changes in land *use*. Preparing this *ARP* has provided landowners and the general public with an opportunity for input and suggestions on the future form of *development* in the East Olds area. This *ARP* is intended to set clear policy direction for the development and *redevelopment* of properties in East Olds over a 35 year horizon.

To ensure the terms contained within this *ARP* are commonly understood by all readers, the terms highlighted in bold and italics are defined in section 6.0 Glossary.

1.1 Purpose and Objectives

The *objectives* set out for the East Olds *ARP* at the time of project start-up were to accomplish the following:

- Encourage the appropriate integration of a variety of residential and commercial land *uses* that are well designed and compatible with the existing neighbourhood;
- Identify opportunities to encourage the sustainable *development* of the community and advance the Town of Olds Sustainability Plan and strategic *goals*;
- Build a strong sense of place that contributes to a positive community identity;
- Identify opportunities for potential *redevelopment* of underutilized sites;
- Create a safe, efficient and effective transportation and trail network; and
- Preserve and maintain environmental, historical and cultural features.

1.2 Plan Area

The East Olds *ARP* boundaries are shown on Map 1: Plan Area and is generally delineated by 46th Street (Highway 27) to the north; 58th Street to the south; 49th Avenue to the west; and 46th Avenue (Highway 2A) to the east. The *plan area* is predominately

residential, with some commercial **developments** along 46th avenue (Highway 2A) and in the western portion of the **plan area** on 50th Street west of 48th Avenue, and the western portion of 51st Street. The western portion of 52nd Street has both commercial and light industrial land **uses**, and the Olds Auction Mart in the southern portion of the **plan area** is designated light industrial. The **plan area** is located between the **Uptowne core** to the west and the **College** to the east.

TOWN OF OLDS
EAST AREA REDEVELOPMENT PLAN
MAP 1 - PLAN AREA

*Aerial Photograph Flown October 2008



1.3 Mandate and Alignment with Other Plans

This **ARP** will work with existing planning documents, like the **MDP**, to apply specific planning policies. It supplements the **Land Use Bylaw (LUB)** and is intended to address improvements in the **plan area** such as traffic, zoning, social and environmental issues that have been identified by area landowners, the general public, and Town of Olds administration.

The preparation of an **ARP** by a municipality is authorized under section 634 of the **Municipal Government Act (MGA)**, which states that a Council of a municipality may:

- (a) designate an area of the municipality as a **redevelopment** area for the purpose of any or all of the following:
 - (i) preserving or improving land and **buildings** in the area;
 - (ii) rehabilitating **buildings** in the area;
 - (iii) removing **buildings** from the area;
 - (iv) constructing or replacing **building** in the area;
 - (v) establishing, improving or relocating **roads**, public utilities or other services in the area;
 - (vi) facilitating any other **development** in the area,
- (b) adopt, by bylaw, an **area redevelopment plan**,
- (c) in accordance with this section and Division 6, provide for the imposition and collection of a levy to be known as a “redevelopment levy”, and
- (d) authorize a designated officer, with or without conditions, to perform any function with respect to the imposition and collection of that “redevelopment levy”

It is important to note that although the **MGA** does allow for a **municipality** to impose a “redevelopment levy”, the levy is not considered in this **ARP**.

Section 635 of the **MGA** specifies the following items that must be addressed in an **ARP**:

- (a) (an **ARP**) must describe:
 - (i) the **objectives** of the plan and how they are proposed to be achieved,
 - (ii) the proposed land **uses** for the **redevelopment** area
 - (iii) if a “redevelopment levy” is to be imposed, the reasons for imposing it, and
 - (iv) any proposals for the acquisition of land for any municipal **use**, school facilities, parks and recreation facilities or any other purposes the **Council** considers necessary,and
- (b) may contain any other proposals that the Council considers necessary.

2.0 Background

The area generally known as East Olds was established in the early 1890s. The land was laid out in the common railway linear plan for the Canadian Pacific Railway (CPR) and lots were sold by agents for the CPR. The neighbourhood residential boom occurred between 1905 and 1915; at that time East Olds became the primary residential area in town.

The **development** of the **Uptowne core** and the **College** had significant influence on the **development** of East Olds. Along 50th Street, there were several prominent residents, a Hospital and two churches. Many of the land **uses** in this area have been directly related to the CPR railway which served as the foundation of early Olds. While the East Olds community has experienced many changes over the years, several historical residences still remain. The Town of Olds recognizes the historical importance of East Olds and is committed to preserving the historical residences as exemplified by the preparation of this **ARP** and the adoption of the 2010 Heritage Management Plan.

2.1 General Character and Land Use

2.1.1 Residential

The prominent **district** in the **plan area** is General Residential “R2” which provides for a variety of **dwelling** types and other compatible **uses** with a residential area. There are pockets of Low Density Residential “R1”, Medium Density Residential “R3”, and Country Residential “R5” illustrating the diversity in housing types offered in the **plan area**. This diversity of housing styles does not provide a distinct character to East Olds and while there are homes that contribute to Olds’ history, the majority of **dwellings** in the **plan area** were actually constructed between 1960 and 1979.

The older homes that remain vary in state of repair; some have undergone extensive renovations while others remain largely untouched. The **plan area** has experienced residential intensification, typically in the form of **detached dwellings** being replaced with **duplex** and **multi-dwelling developments**. The proximity of the **College**, the Community Learning Campus, newly developed recreation facilities and the **Uptowne core** makes the **plan area** very attractive to students and families alike.

The **background report** prepared as part of the East Olds **ARP** process identified that approximately 49.4% of the **dwellings** in the general East Olds area were owner-occupied, 39.5% were rentals, 9.3% were unknown and 1.8% were vacant. While a 39.5% rental rate is fairly high, it is a notable decrease in the rental rate from the 1990

municipal census that indicated 48.7% of residences in the general East Olds area were rentals at that time.

2.1.2 Commercial

Commercial **developments** are concentrated on the east and west portion of *the plan area* and are generally made up of service type business including, but not limited to, a car dealership, auto body shop, flower and gift shop, carwash, restaurant, law office and a salon. There are no grocery stores or other essential amenities in the *plan area*, thereby requiring residents to travel outside of the *plan area* for these services.

2.1.3 Industrial

The area of Light Industrial “I1” concentrated along the west boundary contains a few Town of Olds properties and other light industrial **uses** including an electrical business.

The Olds Auction Mart located on the southern portion of the *plan area* was established in 1953 and is a very active industrial **use** which has regular cattle sales every Tuesday and feeder cattle sales every Friday. Various other auctions are on-going throughout the year and off-site parking is located primarily on 54th Street, but does flow onto adjacent **streets**.

2.1.4 Institutional

The former Town fire hall now used by the Community Services Department and two (2) churches are located on 50th Street west of 48th Avenue.

2.1.5 Recreational

The *plan area* contains two (2) playgrounds; a large playground named “Craig’s Corner” situated along 46th Street (Highway 27) and a smaller playground in Richards Crescent on the corner of 48th avenue and 54th Street.

East of the *plan area* is a newly built Town swimming pool and the **College** lands that contain beautiful gardens and wetlands.

2.2 Existing Conditions and Opportunities

The *plan area* is currently a mixture of residential, commercial and industrial **uses** that often creates land **use** issues and conflict between residents and business owners. Residents have expressed their concern about the proximity of their homes to these businesses.

The pattern of existing land **uses** within the **plan area** is a reflection of both **development** over time and the land **use** regulations of the **municipality**. Map 2: Existing Land Use Designations shows the various land **use** designations within the **plan area** as they are at the time of the preparation of this **ARP**. As mentioned previously, the **plan area** is primarily **detached dwellings** with **parcels** being redeveloped with **duplex** and **multi-dwelling developments**; this trend is expected to continue.

There are several **parcels** of land that are vacant or underutilized at the time of writing this **ARP**. These **parcels** are shown on Map 3: Areas of Potential Redevelopment.

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EAST AREA REDEVELOPMENT PLAN

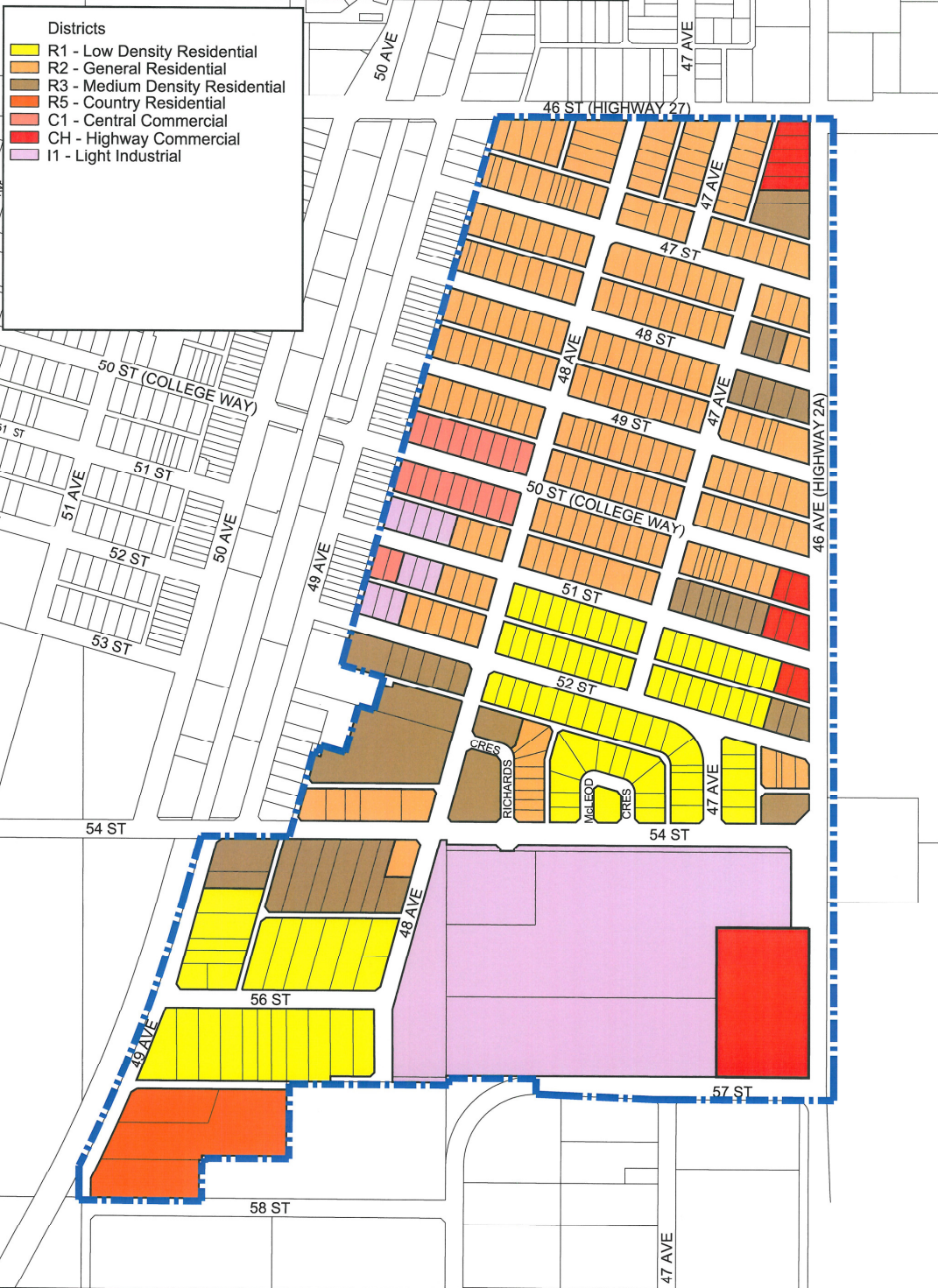
MAP 2: EXISTING LAND USE DESIGNATIONS



PARKLAND COMMUNITY PLANNING SERVICES



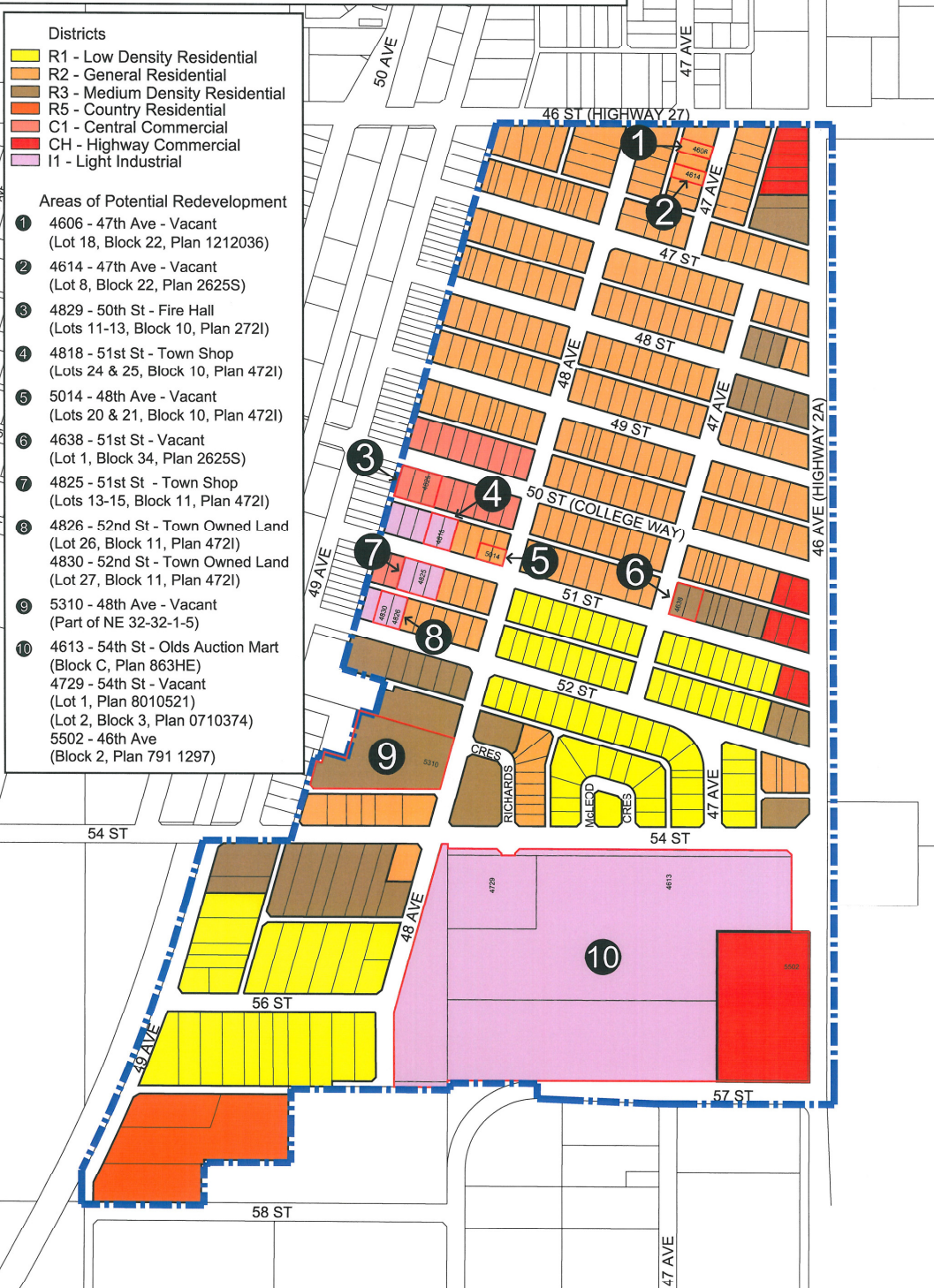
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MAP 3: AREAS OF POTENTIAL REDEVELOPMENT



3.0 Vision and Development Concept

Feedback received in the Community Visioning/Design Options Workshop in the spring of 2011 was used to create a **vision** statement that describes what participants want the **plan area** to “look like” in the future. The following **vision** statement provided direction and focus for the policy directions contained within this **ARP**.

3.1 Vision Statement

East Olds is the historic residential heart and soul of the Town of Olds, lying between Uptowne Olds and the **College**. Within walking distance are recreational facilities, links to pathways, botanic gardens, playgrounds, parks and open spaces. This vibrant traditional prairie neighbourhood offers mature trees, spacious lots and heritage homes surrounded by local shops and amenities that provide gathering spots where convenience goods can be purchased and where residents and visitors alike can mingle. In the future the community will be:

- Liveable and aesthetically pleasing, unified by architectural controls that enhance its diverse residential and commercial area;
- Family orientated, providing a safe and active environment for citizens of all ages;
- Sustainable, to meld the beauty and values of yesteryear with the eco-conscience elements of the future; and
- A place with great neighbourhood spirit and pride.

3.2 Future Land Use Concept

Map 4: Land Use Concept illustrates the future land **use** concept for the **plan area**, taking into consideration the policy directions contained within this **ARP**. There are a number of properties that will require redesignation to bring the **plan area** in conformance with the long term land **use** pattern envisioned in Map 4: Land Use Concept. Key concepts shown in Map 4: Land Use Concept are highlighted below:

Residential

- The current designations of much of the residential component of the **plan area** will remain the same with the exception of the parcels listed below;
- All residential properties within 70 m of the centre line of 46th Avenue (Highway 2A) to be addressed in an **overlay district** in the Land Use Bylaw. This **overlay district** must ensure non-conforming existing land uses are avoided and a landscaped boulevard and sidewalk along the west side of 46th Avenue (Highway 2A) is established during the **redevelopment** process in general conformity with the 46th Avenue (Highway 2A) cross-section in Appendix B of this **ARP**. The overall intention of this **overlay district** will be to facilitate compatible

- development along 46th Avenue (Highway 2A) recognizing existing parcels currently designated Medium Density Residential “R3” are likely to remain as such, and the desire for increased commercial opportunities confirmed through the public consultation process;
- The following parcels are to be redesignated from the existing General Residential “R2” District to the Medium Density Residential “R3” District to accommodate generally accepted planning principles to have the same land use density fronting onto one another:
 - Parcels west of 48th Avenue on the north side of 52nd Street;
 - Parcels west of 48th Avenue on the north side of 54th Street;
 - The parcel on the south-east corner of 48th Avenue and 54th Street.
 - The parcels currently designated Light Industrial “I1” District on the western portion of 52nd Street to be redesignated to Medium Density Residential “R3” District for a consistent **street** character; and
 - New residential opportunities identified for the majority of the existing Olds Auction Mart location.

Commercial

- All commercial properties within 70 m of the centre line of 46th Avenue (Highway 2A) to be addressed in an **overlay district** in the Land Use Bylaw. This **overlay district** must ensure non-conforming existing land uses are avoided and a landscaped boulevard and sidewalk along the west side of 46th Avenue (Highway 2A) is established during the **redevelopment** process in general conformance with the 46th Avenue (Highway 2A) cross-section in Appendix B of this **ARP**. The overall intention of this **overlay district** will be to facilitate compatible development along 46th Avenue (Highway 2A) recognizing existing parcels currently designated Medium Density Residential “R3” are likely to remain as such, and the desire for increased commercial opportunities confirmed through the public consultation process;
- New commercial opportunities provided west of 48th Avenue and 51st Street on parcels currently designated Light Industrial “I1” District; and
- The large historic residence located currently used for commercial purposes on the corner of 54th Street and 49th Avenue to be redesignated from the existing Medium Density Residential “R3” District to a residential conversion district.

Industrial

- Changes to the current Light Industrial “I1” District of the Olds Auction Mart to allow for a Medium Density Residential “R3” District with a strip of Industrial Business “IB” District on the southern portion of the existing Olds Auction Mart adjacent to 57th Street;

- The existing Light Industrial “I1” District parcels west of 48th Avenue to be redesignated to a commercial district; and
- Parcel currently designated Light Industrial “I1” District west of 48th Avenue on the north side of 52nd Street to be redesignated Medium Density Residential “R3” District for a consistent **street** character.

Open Space

- There is a possibility of creating a new open space location on a **parcel** or **parcels** currently owned and occupied by the **municipality**.












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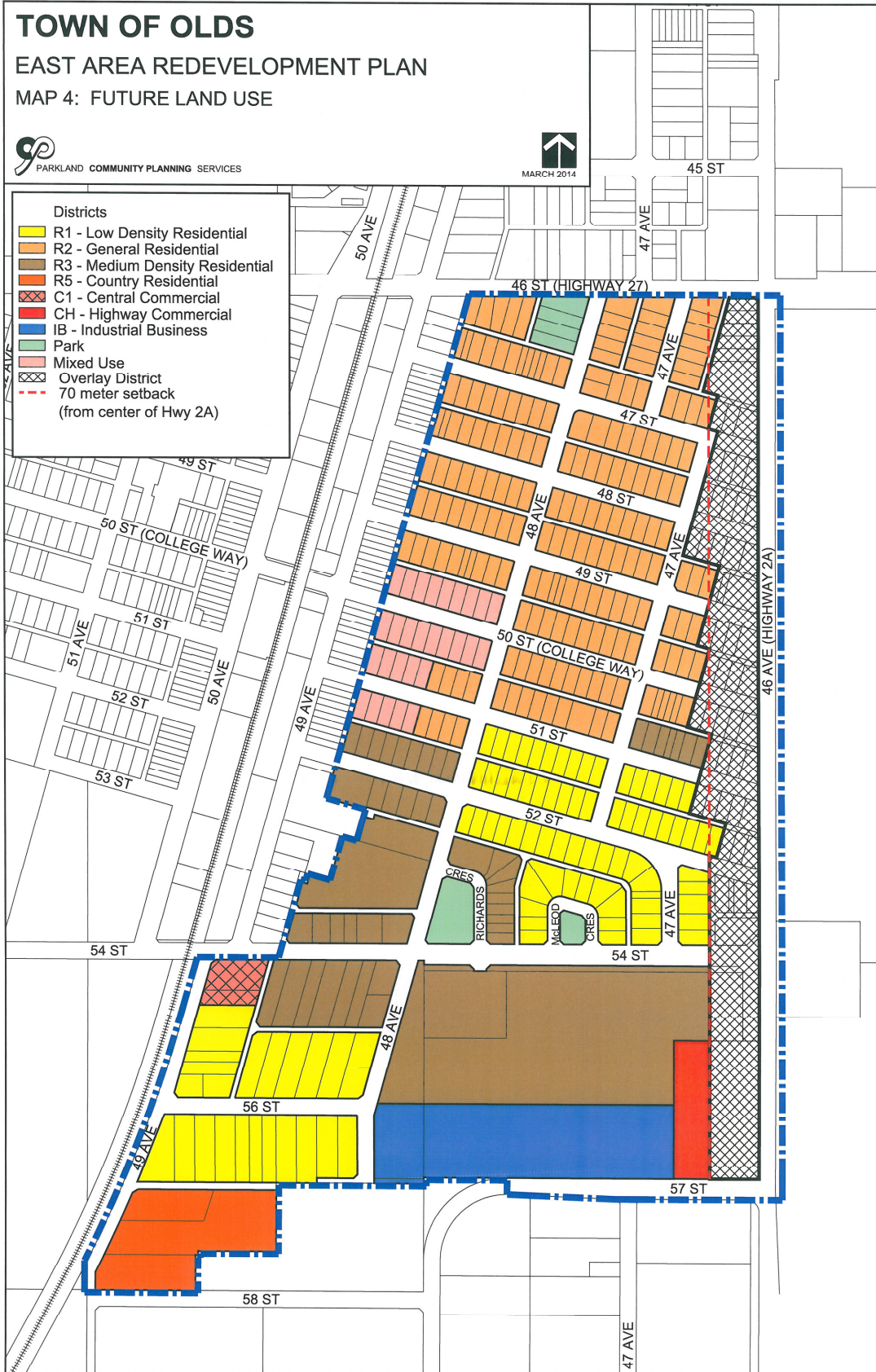
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MAP 4: FUTURE LAND USE

 PARKLAND COMMUNITY PLANNING SERVICES

 MARCH 2014

- Districts**
-  R1 - Low Density Residential
 -  R2 - General Residential
 -  R3 - Medium Density Residential
 -  R5 - Country Residential
 -  C1 - Central Commercial
 -  CH - Highway Commercial
 -  IB - Industrial Business
 -  Park
 -  Mixed Use
 -  Overlay District
 -  70 meter setback (from center of Hwy 2A)



4.0 Policies and Key Actions

This section contains the *policies, development* intent, design concepts, strategies and recommended actions that will guide the *development* and *redevelopment* of the *plan area* over the next 35 years.

4.1 Residential Land Use

The *plan area* has experienced residential intensification in the past, and this trend is expected to continue into the future for various reasons, such as the proximity to the *College*, related educational and recreational facilities and the *Uptowne core*. From the community consultation conducted throughout the preparation of this *ARP* it appears as if there is not total opposition to *duplex* and *multi-dwelling developments* replacing *detached dwellings* insofar as they are sensitive to the historical ambience of the *plan area*.

There are opportunities to expand the residential land *uses* within the *plan area*. While the Olds Auction Mart is expected to continue operation well into the future, the preparation of this *ARP* lends an opportunity to investigate future land *uses* that would be preferable. With that in mind, the Olds Auction Mart property is envisioned to ultimately be a mix of *duplex* and *multi-dwelling* residential with a commercial area on the east end and a business industrial area in the south (see Map 4: Land Use Concept). Due to the various land *uses* envisioned in this plan strategy, careful consideration for appropriate *buffers* will need to be considered which are explored further in this *ARP*.

Goal

To preserve and enhance the historical charm and integrity of the East Olds community through preserving the existing historical residences and ensuring *development* and *redevelopment* of properties are sensitive to the historical ambience of the existing residential neighbourhoods.

Objectives

- (a) Promote residential intensification through renovation, new *development*, and *redevelopment* that is done in a way that sensitively integrates into the established neighbourhood fabric.
- (b) Encourage a mix of housing types and forms to meet a variety of lifestyles, special needs, life cycle demands and market preferences.
- (c) Preserve and enhance the *plan area* as a safe and stable community.

- (d) Encourage long term residency in the **plan area**.

Policies

4.1.1 Redevelopment Opportunities

The **municipality** encourages the **redevelopment** of the underutilized and vacant properties shown on Map 3: Areas of Potential Redevelopment, as future residential **developments** where applicable in accordance with Map 4: Land Use Concept.

4.1.2 Compatible Residential Design

New housing construction and renovations to existing residential **dwelling**s for all residential properties within the **plan area** must comply with the design criteria set forth in this section and section 4.8 Residential Design Guidelines.

4.1.3 Compatible Multi-Dwelling Developments

New **multi-dwelling developments** must be integrated with the surrounding neighbourhood through appropriate site and **building** design, **building** height, massing, materials, pedestrian connectivity and **landscaping** in conformance with this section and section 4.8 Residential Design Guidelines.

4.1.4 Subdivision Pattern

The general **development** and subdivision pattern of the **plan area** should be respected in terms of **parcel** size, dimensions, orientation, and the historical pattern of subdivision when the re-subdivision of existing **parcels** is considered.

4.1.5 Retention of Mature Vegetation

New **development**, **redevelopment** and renovations to existing residential **dwelling**s shall retain mature **landscaping** wherever possible.

4.1.6 Direct Access to Streets

All new residential **developments** and **redevelopments** must have direct access to at least one **street** or provincial **highway** if deemed necessary.

4.1.7 Front Attached Garages

Where front attached **garages** are proposed, prominence should be given to the front door of the **dwelling**, not the **garage** door. Ways to do this include, but are not limited to, setting the **garage** back into or flush with the front façade of the **dwelling** where possible, or using muted colours for the **garage** door and bright colours for the front door.

4.1.8 Front Yard Driveways

If a **driveway** provides access or otherwise connects to a **street** that portion of the **driveway** within 5 m of the public sidewalk or a curb in the **street** where there is no sidewalk must not exceed:

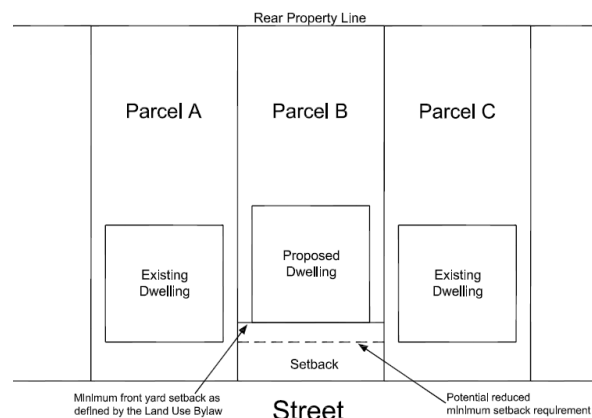
- 3 m in width if the **frontage** is 9 m or less;
- 6 m in width if the **frontage** is more than 9 m but less than 15 m; and
- 8.25 m in width if the **frontage** exceeds 15 m.

Unless the site has side property lines that are not perpendicular to the **frontage** in which case one side of the driveway may be widened to parallel a side property line.

4.1.9 Front Yard Setbacks

Front yard setbacks in new **developments** or **redevelopments** should approximate adjacent yards. Where the **LUB** minimum setback is not compatible with adjacent residential **developments**, a reduced minimum setback may be required to integrate the new **development** or **redevelopments** and preserve the character of the **street**.

Illustration of reduced **front yard** setback



4.1.10 Front Porches

The **development authority** may consider a reduced **front yard** setback where a front **porch** will be constructed on a **detached dwelling**. Where a reduced **front yard** setback is granted, the **development authority** shall not include the **porch** in the calculation of parcel coverage in the respective land use district.

4.2 Commercial Land Use

The feedback received during the preparation of the **ARP** made it clear that the participants want to see traditional commercial design integrated into new and existing commercial properties and the creation of a multi-**use** complete community in the **plan area** where people can live, work and shop. This direction is also supported in the various **statutory plans** reviewed in the **ARP** preparation process. To achieve this direction, care must be taken to ensure commercial **developments** are sensitive to the residential nature of the overall community.

There are opportunities to expand the commercial base of the **plan area** provided for in this **ARP**. Map 4: Land Use Concept proposes to expand the commercial opportunities within an approximately 70 m strip from the centre line of 46th Avenue (Highway 2A). By enhancing the commercial opportunities along this strip of land, it is possible to take advantage of the proximity to the **College** and related educational and recreational facilities to create a vibrant strip suitable for coffee shops, book stores, and restaurants. Commercial **developments** that serve not only the local residents, but the thriving student population as well would be suitable in this location.

Additional commercial lands west of 48th Avenue and 51st Street are also identified to provide a gateway from the **Uptowne core** into the **plan area** where offices, salons, bakeries and related business are ideally situated.

To achieve the **mixed use developments** that take on a more traditional commercial built form, it is imperative that appropriate designations are attributed to these properties as the functionality of these developments are more challenging than conventional land use districts.

Goal

To attract local commercial amenities that serve residents of East Olds and the wider community while ensuring commercial design takes on a traditional feel in an effort to reflect the historical character of the East Olds community.

Objectives

- (a) Recognize opportunities for local commercial services to serve the local community.
- (b) Establish a high standard of commercial **development** and **redevelopment** that minimizes potential impacts on adjacent residential **uses**.

- (c) Promote compatible ***mixed use*** commercial/residential ***developments*** while recognizing that functional ***mixed use development*** can be more challenging than conventional ***development***.
- (d) Promote commercial intensification through renovation, new ***development***, and ***redevelopment*** that is done in a way that sensitively integrates with adjacent residential ***developments***.

Policies

4.2.1 Expansion of Commercial Areas

New commercial ***developments*** and ***redevelopments*** should be directed to the following areas, as shown on Map 4: Land Use Concept:

- The entire length of the ***plan area*** on the west side of 46th Avenue (Highway 2A) as shown on Map 4 as the Overlay District
- 50th Street west of 48th Avenue;
- 51st Street west of 48th Avenue; and
- Southwestern portion of 54th Street adjacent to 49th Avenue.

4.2.2 Redevelopment Opportunities

The ***municipality*** encourages the ***redevelopment*** of the underutilized and vacant properties shown on Map 3: Areas of Potential Redevelopment, as future commercial ***developments*** in accordance with Map 4: Land Use Concept.

4.2.3 Mixed Use Buildings

The mixing of residential and commercial ***uses*** within the same ***building*** is encouraged in all commercial areas within the ***plan area***. Commercial properties within the ***plan area*** should be redesignated to an appropriate zoning that allows for both commercial and residential ***uses*** to be located within the same ***parcel*** of land, and create the variety of commercial business and intensity envisioned for the community. New ***mixed use developments*** and ***redevelopments*** must comply with the design criteria set forth in section 4.9 Commercial Design Guidelines.

4.2.4 Compatible Commercial Development

New commercial **developments** and **redevelopments** should be designed to complement the adjacent residential **uses** through ensuring compatible commercial **uses** and traditional design while maintaining a distinct and identifiable commercial character; new commercial **developments** and **redevelopments** must comply with the design criteria set forth in section 4.9 Commercial Design Guidelines.

4.2.5 Parking

On-site parking should be provided at the rear or side of **buildings**. Direct **lane** access is discouraged where there is access from the **street**, unless otherwise directed by the **development authority** in consultation with Alberta Transportation.

4.2.6 Direct Access to Streets

All new commercial or **mixed use developments** and **redevelopments** must have direct access to at least one **street** or provincial **highway** if deemed necessary.

4.3 Industrial Land Use

East Olds is the historic residential heart of the Town of Olds and was established at a time when a range of land **uses** were developed in close proximity to one another to ensure people could walk to employment and the various services needed to support a town. There are many nuisances associated with modern-day industrial **developments**; noise, dust and truck traffic to mention a few. These nuisances no longer make the close proximity of industrial and residential land uses favourable.

Through the preparation of this **ARP**, many participants expressed their desire to have the current industrial **developments** relocate. In the meantime, appropriate mitigation measures should be undertaken in an attempt to alleviate the negative impacts resulting from industrial **developments** as much as possible.

The largest area of industrial land in the **plan area** is the Olds Auction Mart. It is unlikely the Olds Auction Mart will relocate in the immediate future, but it is still important to look at the types of future land **uses** that would be appropriate for that area. These proposed future land **uses** are illustrated on Map 4: Land Use Concept.

Immediately to the south of the Olds Auction Mart property is a larger area of Light Industrial “I1” **parcels** which lies outside of the **plan area**. To provide a transition between the various densities of residential within the **plan area** and the industrial area to the south, Map 4: Land Use Concept proposes to introduce a strip of business industrial that would **buffer** these industrial **uses** from the residential **uses** to the north.

In addition to the Olds Auction Mart, there is a cluster of existing “I1” properties on the western portion of the **plan area**, mainly encompassing Town land that is currently used as a Public Works shop, storage and parking. The Town intends on relocating these facilities in the foreseeable future, which would make these properties available for **development**. Due to the proximity of these properties to the **Uptowne core** and residential land **uses** within the **plan area** the proposed land **use** concept suggests redesignating these properties to accommodate commercial **development** for those parcels along 51st Street and Medium Density Residential “R3” along 52nd Street.

Goal

To ensure industrial land uses do not have a negative impact on surrounding residential and commercial land uses .
--

Objectives

- | |
|---|
| (a) Encourage the relocation of industrial land uses away from residential neighbourhoods. |
|---|

- (b) Require new industrial **developments, redevelopments** or renovations to existing industrial **developments** be held to a high **development** standard that minimizes potential impacts on adjacent residential and commercial **uses**.
- (c) Encourage adequate on-site parking to accommodate the Olds Auction Mart clientele.

Policies

4.3.1 Reduction of Existing Industrial Areas

The following **parcels** that are currently designated Light Industrial “I1” District should be redesignated in accordance with Map 4: Land Use Concept:

- **Parcels** west of 48th Avenue along 51st Street to be redesignated to a commercial land use district;
- **Parcels** west of 48th Avenue on the north side of 52nd Street to be redesignated Medium Density Residential “R3” District;
- The north and eastern portion of the existing Olds Auction Mart off of 54th Street to be redesignated Medium Density Residential “R3” District; and
- The southern portion of the existing Olds Auction Mart adjacent to 57th Street to be redesignated to Industrial Business “IB” District.

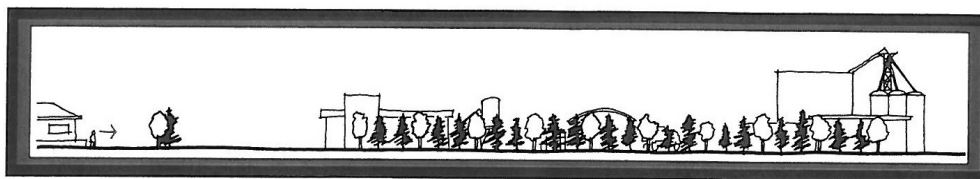
4.3.2 Adequate On-site Parking at Olds Auction Mart

The **municipality** will continue to work with the Olds Auction Mart to provide adequate on-site parking and eventually restrict on-street parking on 54th Street, in accordance with implementation policy 5.4.9.

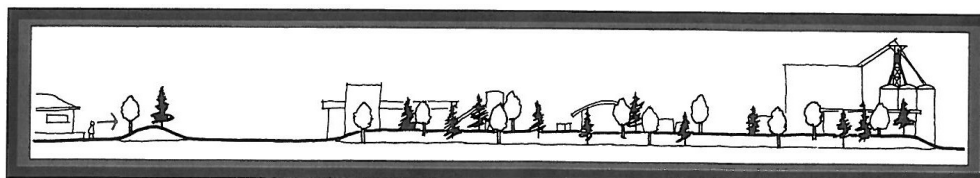
4.3.3 Adequate Separation between Industrial and Residential/Commercial Developments

New industrial **development, redevelopment** and renovations to existing industrial **developments** should provide appropriate **buffer** and **screen** measures.

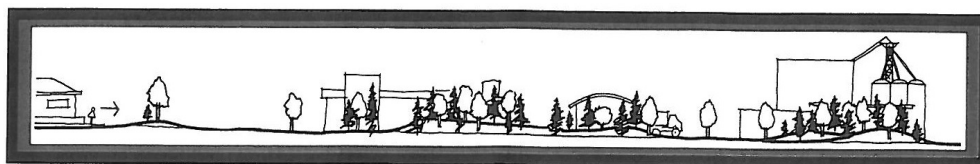
Examples of appropriate **buffer** and **screening** measures:



Continuous Mixed Planting



Berm and Random Planting



Irregular Berms with Trees

Source: *Town of Olds Southeast Industrial Area Structure Plan*

4.3.4 Screening of Outdoor Storage

The outdoor storage of all new industrial **developments** and **redevelopments** must be **screened** with a combination of opaque fencing and **landscaping**.

4.3.5 Mature Vegetation Retention

New industrial **developments**, **redevelopments** and renovations to existing industrial **developments** must retain mature **landscaping** wherever possible.

4.3.6 Direct Access to Streets

All new industrial **developments** and **redevelopments** must have direct access to at least one **street** or provincial **highway** if deemed necessary.

4.4 Heritage Conservation

The historical ambience of the **plan area** is an important attribute to the community that is desired to be preserved and enhanced. The **plan area** contains 5 properties that are identified in the Town of Olds Municipal Heritage Inventory as Heritage Inventory Site, and another 14 are identified as Places of Interest on the following Map 5: Heritage Inventory. All of these identified buildings are residences. The land uses envisioned in Map 4: Future Land Use may not encourage the continued use of these buildings for residential purposes. In those situations, a **residential conversion** district should be attributed to these properties to accommodate **adaptive reuse**.

Goal

To preserve and enhance the heritage resources of the East Olds community.

Objective

- (a) Encourage the conservation of the **plan area's** heritage resources through sensitive renovation and **adaptive reuse**.

Policies

4.4.1 Maintain Original Character

Heritage Inventory Sites and Places of Interest identified on Map 5: Heritage Inventory are encouraged to be maintained in a manner consistent with the original character.

4.4.2 Renovations to Municipal Heritage Sites

Renovations to properties designated by bylaw as Municipal Heritage Sites must be in conformance with the related municipal bylaws.

4.4.3 Adaptive Reuse

The **municipality** encourages **adaptive reuse** of **buildings** identified as Heritage Inventory Sites and Places of Interest on Map 5: Heritage Inventory.

Example of **adaptive reuse** in the **plan area**



4.4.4 Municipal Heritage Sites

The **municipality** will support all Heritage Inventory Sites identified on Map 5: Heritage Inventory to be registered by municipal bylaw as Municipal Heritage Sites.

4.4.5 Residential Conversion District

The following parcels should be redesignated to a **residential conversion** District that allows for the uses to be in accordance with those envisioned in Map 4: Future Land Use while protecting the residential character of the **buildings**:

- 4830 – 50th Street (Heritage Inventory Site);
- 4826 – 50th Street (Place of Interest);
- 4606 – 50th Street (Place of Interest); and
- 5401 – 49th Avenue (Heritage Inventory Site).

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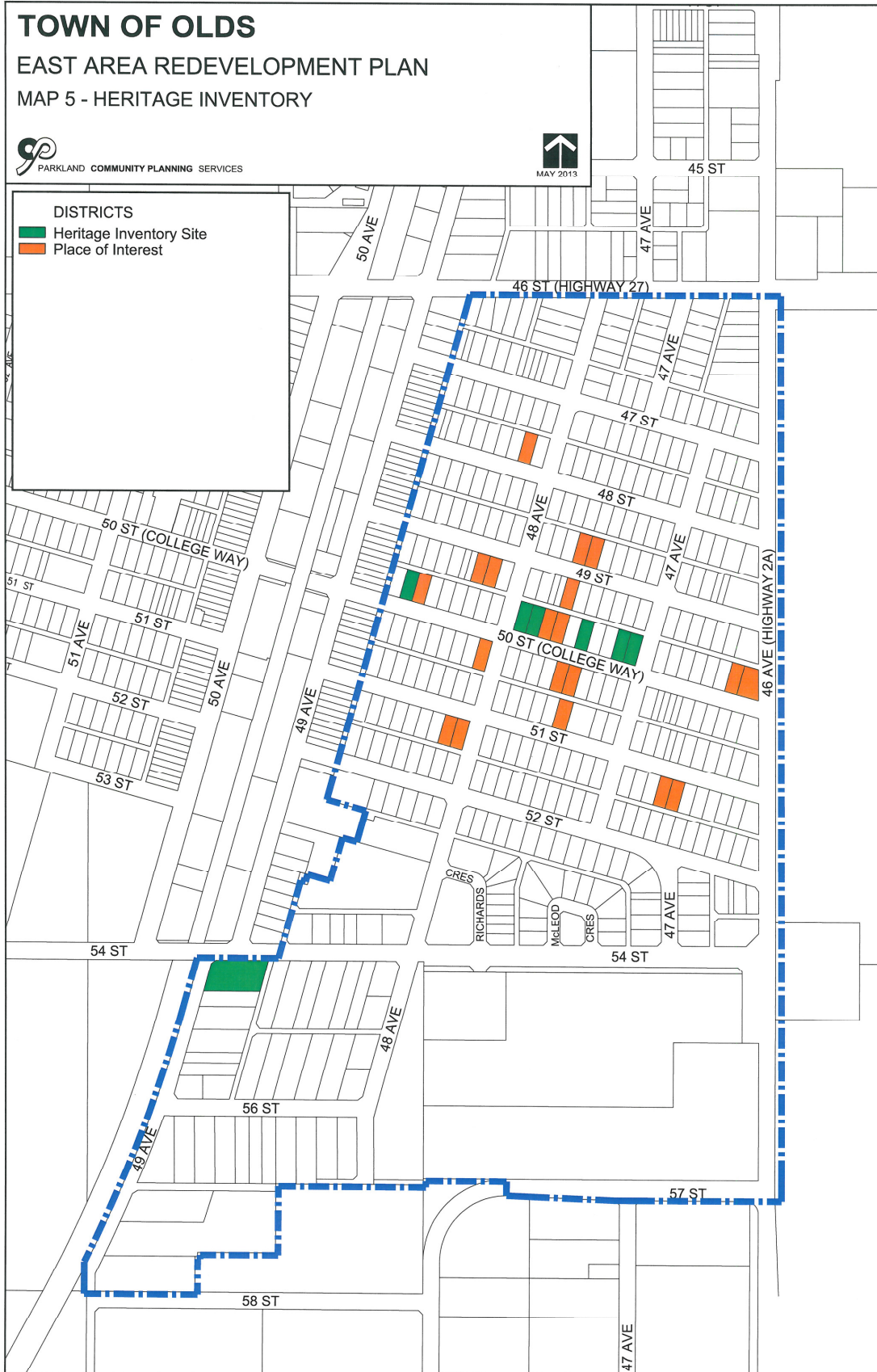
EAST AREA REDEVELOPMENT PLAN

MAP 5 - HERITAGE INVENTORY



DISTRICTS

- Heritage Inventory Site
- Place of Interest



4.5 Public Realm

During the public consultation component of the **ARP** planning process, participants identified the retention of mature trees, and the protection and enhancement of the two existing parks as some of the most valued attributes they wish to see articulated in this **ARP**.

Additional open space and better linkages with the **Uptowne core** and the **College** were also highlighted as desirable by participants. Establishing new open space is difficult, but not impossible in mature neighbourhoods. There may be an opportunity to utilize one of the Town owned **parcels** on the western portion of the **plan area** adjacent to the **Uptowne core** as a gathering space or possibly a park. Improved linkages to the **Uptowne core** and the **College** are addressed in section 4.6 Mobility Network.

Goal

To provide a safe, accessible and functional **public realm** for East Olds residents, business owners, and the wider community.

Objectives

- (a) Clearly identify the **plan area** as an unique community within the **municipality**.
- (b) Identify and consider opportunities to expand and enhance the existing open spaces in the **plan area**.
- (c) Diversify the usability of parks and open spaces within the **plan area**.
- (d) Promote active lifestyles for the residents of **plan area** and the wider community.

Policies

4.5.1 Boulevard Trees

Boulevard trees are to be planted in the locations specified on Map 6: Public Realm wherever possible in accordance with implementation policy 5.3.1 of this **ARP**. In situations where boulevard tree planting is necessary on private property to continue the tree lined **street** character, support will be sought from the appropriate landowner.

4.5.2 Boulevard Landscaping

All boulevard **landscaping** must be to be satisfaction of the **development authority** and must be **soft landscaped**; the use of rock and other **hard landscaping** materials is not acceptable.

4.5.3 Highlight Important Entrances into East Olds

Community entrance signs to be installed at the main entrances into the **plan area**, as shown on Map 6: Public Realm and described below:

- 50th Street and lane east of 49th Avenue;
- 50th Street and 46th Avenue;
- 48th Avenue and 46th Street;
- 54th Street and 46th Avenue; and
- 54th Street and lane east of 49th Avenue.

Community entrance signs must be designed in such a way to discourage climbing and vandalism.

Examples of community entrance identification



4.5.4 Community Identification

Identify the historical significance of the **plan area** through installing street signs and light standards that have a historical flare, in accordance with implementation policy 5.3.2. Any new street signs and light standards must be black powder coated and LED retrofit compatible.

Examples of street signs and light standards with a historical flare



Source: FortisAlberta Street Lighting Catalogue

4.5.5 Historically Significant Street Names

The **municipality** will endeavor to attribute formal and informal historical **street** names for **streets** within the **plan area**, wherever possible, in accordance with implementation policy 5.3.3. The numerical addresses and the historical **street** names must be included on the signs.

Example of street sign that integrates the **street** number and a name



4.5.6 Potential New Open Space Location

Upon relocation of the **municipality** owned **parcels** currently being utilized as Public Works shops and storage areas, the **municipality** will determine whether any of the **parcels** may be dedicated as a new open space location.

4.5.7 Playground Facilities

The **municipality** will keep existing playground facilities in a safe and functional manner. When new playgrounds are built or upgrades to existing playgrounds occur, the **municipality** will endeavor to address accessibility for all users wherever possible.

4.5.8 Municipal Reserve Dedication

Land dedication will be required wherever municipal reserve dedication is owing at the time of subdivision and in accordance with the Town of Olds Parks and Open Space Master Plan.

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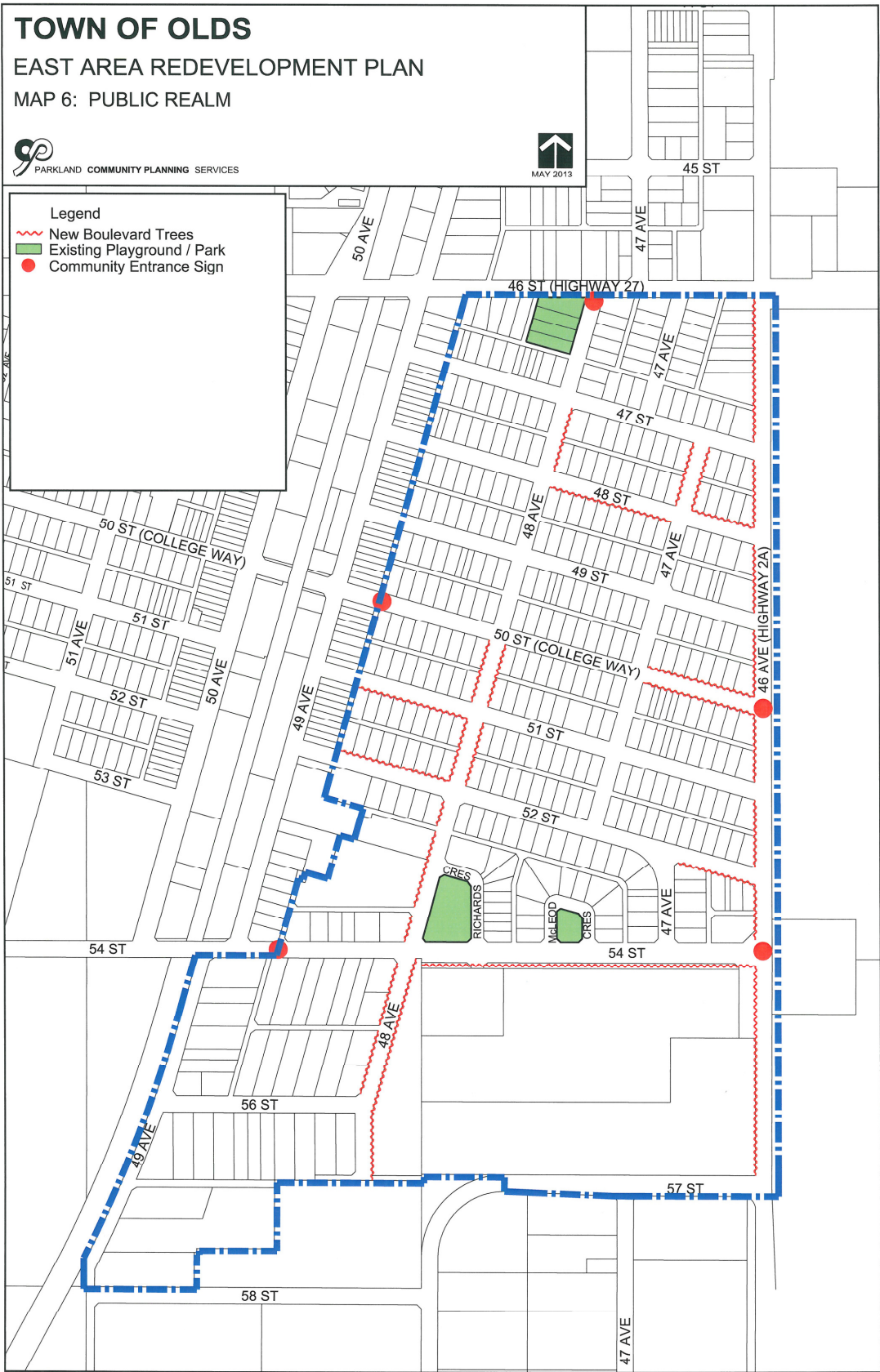
EAST AREA REDEVELOPMENT PLAN

MAP 6: PUBLIC REALM



Legend

- New Boulevard Trees
- Existing Playground / Park
- Community Entrance Sign



4.6 Mobility Network

This section on mobility focuses not only on vehicular mobility, but also pedestrian and bicycle mobility. The argument for including all of these modes of transportation under this section is that walking and cycling is also a form of mobility, therefore this section is a suitable location to address all modes of transportation.

The **plan area** is situated in close proximity to the **Uptowne core**, the **College** and related educational and community facilities, however the community has an isolated feel to it. There is a non-contiguous sidewalk system linking the two existing developed parks and a lack of well-defined cross walks to the **College**. There are opportunities to better connect the existing parks within the **plan area** and provide better connectivity to the adjacent **Uptowne core**, the **College**, and related educational and community facilities.

Many issues surrounding vehicular transportation have been highlighted during the previous stages of the planning process. One of the most prevalent issues is the heavy truck traffic from the Greyhound station, from commercial, and in some cases from industrial land **uses** that is often found travelling through the predominately residential **streets** of East Olds. Throughout the previous stages, participants advised there are issues with on-**street** parking and speeding traffic taking advantage of the grid **street** pattern in the **plan area**. The desire to create safe and efficient **streets**, bicycling and pedestrian facilities and promote alternative modes of transportation away from the private automobile was also highlighted during the public consultation component.

Goal

To enhance vehicular, pedestrian, and bicycle mobility in East Olds while directing vehicular traffic resulting from commercial and industrial land **uses** away from primarily residential **streets**.

Objectives

- (a) Discourage non-local traffic from using internal community **streets**.
- (b) Provide a safe and pleasant pedestrian and bicycle experience throughout the **plan area**.
- (c) Enhance the pedestrian and bicycle routing connections within the **plan area** and the surrounding area.
- (d) Further promote active lifestyles for the residents of the **plan area**.

Policies

Vehicular Mobility

4.6.1 Discourage Non-local Traffic

The **municipality** will investigate the feasibility of installing **traffic calming measures** to direct non-local traffic to 46th Street (Highway 27), 46th Avenue (Highway 2A) and 54th Street, in accordance with implementation policy 5.4.1. **Traffic calming measures** may include, but are not limited to:

- Installing additional stop signs;
- Replacing yield signs with stop signs;
- Bulbouts or curb extensions;
- Chokers; and/or
- Small **landscaped** traffic circles.

4.6.2 Intersection Monitoring at 46th Street (Highway 27) and 48th Avenue

The **municipality** will work with Alberta Transportation to monitor the intersection of 46th Street (Highway 27) and 48th Avenue to determine when signalization is needed, in accordance with implementation policy 5.4.2.

4.6.3 On-street Parking Restrictions on 48th Avenue

On-**street** parking on 48th Avenue should be limited to one side of the **street** in accordance with implementation policy 5.4.3 of this **ARP**.

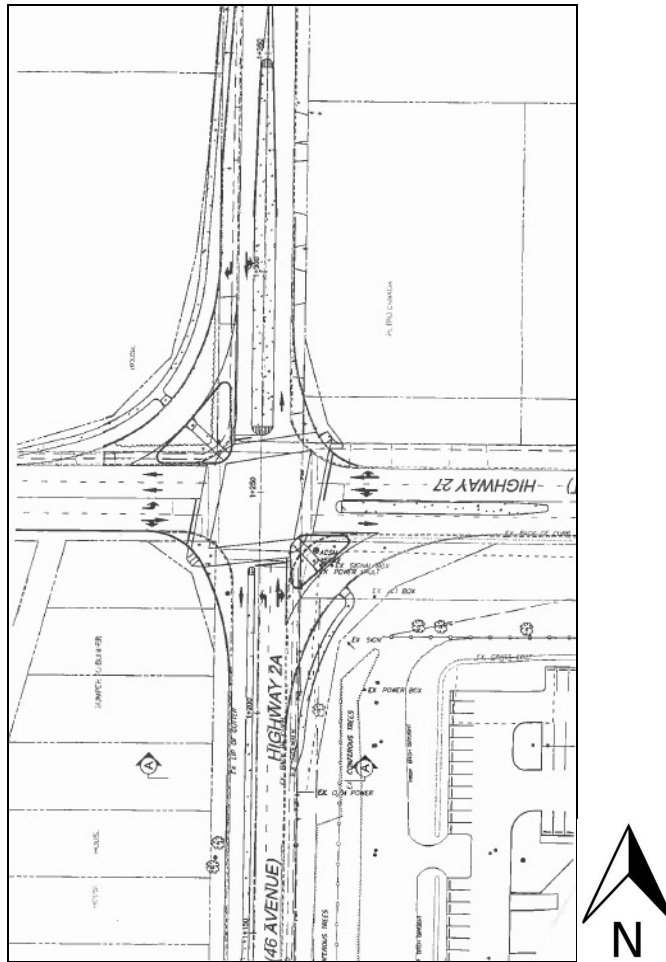
4.6.4 Improvements to 46th Street (Highway 27) and 46th Avenue (Highway 2A) Intersection

Future improvements to the 46th Street (Highway 27) and 46th Avenue (Highway 2A) intersection have been identified in the Town of Olds/Mountain View County 2009-2035 Transportation and Utilities Master Plan Draft Report dated September 1, 2010 and the Proposed Hotel Development Olds College Lands Traffic Impact Assessment dated January 2012. These improvements will be carried out in accordance with implementation policy 5.4.4 (subject to Provincial approval), are shown on the sketch below, and include:

- Construction of exclusive eastbound and westbound left turn lanes;
- Amend the existing eastbound exclusive right turn lane into a shared right through lane;
- Construction of a northbound left turn bay;

- Convert the existing northbound shared through/right turn lane to an exclusive through lane;
- Convert the existing southbound shared through/left turn lane to an exclusive through lane;
- Add an exclusive southbound left turn lane;
- Add northbound and southbound right turn lanes;
- Change the existing signal operation to allow all left turn movements to be on a permitted mode.

Future improvements required to the 46th Street (Highway 27) and 46th Avenue (Highway 2A) intersection



Source: Minister's meeting, AUMA September 26, 2012

4.6.5 Intersection Improvements at 46th Avenue (Highway 2A) and 47th Street

An exclusive southbound left turn lane and northbound right turn bay is required in accordance with implementation policy 5.4.5, as recommended in

the Proposed Hotel Development Olds College Lands Traffic Impact Assessment dated January 2012.

4.6.6 On-street Parking Restrictions on 50th Street

On-**street** parking on 50th Street should be limited to one side of the **street** in accordance with implementation policy 5.4.6 of this **ARP**.

4.6.7 Traffic Signals at 46th Avenue (Highway 2A) and 52nd Street

The **municipality** with work with Alberta Transportation to monitor the intersection of 46th Avenue (Highway 2A) and 52nd Street to assess when traffic signals are needed, in accordance with implementation policy 5.4.7.

4.6.8 Intersection Improvements at 46th Avenue (Highway 2A) and 52nd Street

A right turn taper is required at 52nd Street in the near future due to background traffic and will ultimately be upgraded to a Type IV intersection, in accordance with implementation policy 5.4.8, as recommended in the Olds Community College Traffic Impact Study Final Report dated September 26, 2006.

4.6.9 On-street Parking Restrictions on 54th Street

To increase pedestrian and vehicular safety, on-**street** parking should ultimately be prohibited the entire length of 54th Street within the **plan area**, in accordance with implementation policy 5.4.9 of this **ARP**.

4.6.10 Intersection Improvements at Pool Access (54th Street) and 46th Avenue (Highway 2A)

The intersection at the pool access (54th Street and 46th Avenue) will be upgraded to a Type IV intersection in accordance with implementation policy 5.4.10, as recommended in the Olds Community College Traffic Impact Study Final Report dated September 26, 2006.

4.6.11 Intersection Improvements at 57th Street and 46th Avenue (Highway 2A)

The intersection at 57th Street and 46th Avenue (Highway 2A) will be upgraded to a Type IV intersection in accordance with implementation policy

5.4.11, as recommended in the Olds Community College Traffic Impact Study Final Report dated September 26, 2006.

4.6.12 Traffic Signals at 46th Avenue (Highway 2A) and 57th Street

The **municipality** will work with Alberta Transportation to monitor the 46th Avenue (Highway 2A) and 57th Street intersection to assess the need for traffic signals and the construction of east and westbound left turn lanes.

4.6.13 Industrial traffic management

The **municipality** will endeavour to identify residential **streets** most prone to industrial truck traffic passing through the **plan area** and provide **traffic calming measures** to discourage industrial traffic in predominately residential areas of the **plan area**.

4.6.14 Highway 2A Functional Study

The **municipality** encourages Alberta Transportation to undertake a functional study of Highway 2A. Part of this functional study should include necessary intersection improvements to 46th Avenue (Highway 2A) and 54th Street.

Pedestrian Mobility

4.6.15 Pedestrian Routing

The **municipality** will explore the feasibility of installing routing identification along 54th Street and 46th Avenue (Highway 2A) in accordance with implementation policy 5.4.13 as shown on Map 7: Mobility Network, to facilitate pedestrian traffic through the **plan area**.

4.6.16 Improved Pedestrian Experience

The **municipality** should amend an existing Bylaw or create a new one that addresses obstructions, debris and overgrown trees or shrubs impeding safe passage on sidewalks.

4.6.17 Accessibility

Sidewalk curb ramps will be installed at intersections of sidewalks where the **municipality** determines they are needed in accordance with implementation policy 5.4.14.

4.6.18 Improved Sidewalk Connectivity

A cohesive sidewalk connection throughout the **plan area** will be created by developing sidewalks in the following locations in accordance with implementation policy 5.4.15, as shown on Map 7: Mobility Network:

- East side of 48th Avenue from 52nd Street to 47th Street
- West side of 48th Avenue from 56th Street to 51st Street
- West side of 48th Avenue from 47th Street to 46th Street (Highway 27)
- South side of 46th Street (Highway 27) from 46th Avenue (Highway 2A) to 49th Avenue
- Entire length of 46th Avenue (Highway 2A)

All new sidewalks should be separated from the **street** by a planting **buffer** wherever possible.

4.6.19 Improved Sidewalk Condition

The pedestrian experience in **plan area** will be improved by replacing deteriorating sidewalks with new sidewalks, the minimum width to the satisfaction of the Operational Services Department, and planting boulevard trees in accordance with Map 6: Public Realm and implementation policy 5.4.16.

4.6.20 Continuation of Sidewalk Facilities

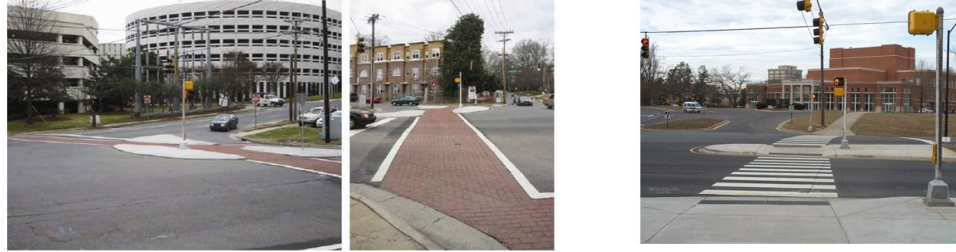
Wherever possible, the continuation of sidewalks and boulevards should be maintained by minimizing curb-cuts for front vehicular access.

4.6.21 Improvements to Existing Crosswalks

Improvements to existing crosswalks identified on Map 7: Mobility Network should include marking these crosswalks with special paving treatments (brick, paving stone, alternative colours, etc.), providing additional lighting on both sides of the crosswalk to enhance visibility, and ensuring that upgrades

meet current Transportation Association of Canada warrants, in accordance with implementation policy 5.4.17.

Examples of special paving treatments



Source: http://safety.fhwa.dot.gov/intersection/resources/fhwasa06016/chap_6.htm

4.6.22 New Crosswalk Locations

New crosswalks identified with special paving treatments (brick, paving stone, alternative colours, etc.) and additional lighting on both sides of the crosswalk to enhance visibility should be constructed at the following intersections, in accordance with implementation policy 5.4.18 as shown on Map 7: Mobility Network and meet current Transportation Association of Canada warrants:

- 47th Street and 46th Avenue (Highway 2A).
- 54th Street and 48th Avenue; and
- 57th Street and 46th Avenue (Highway 2A).

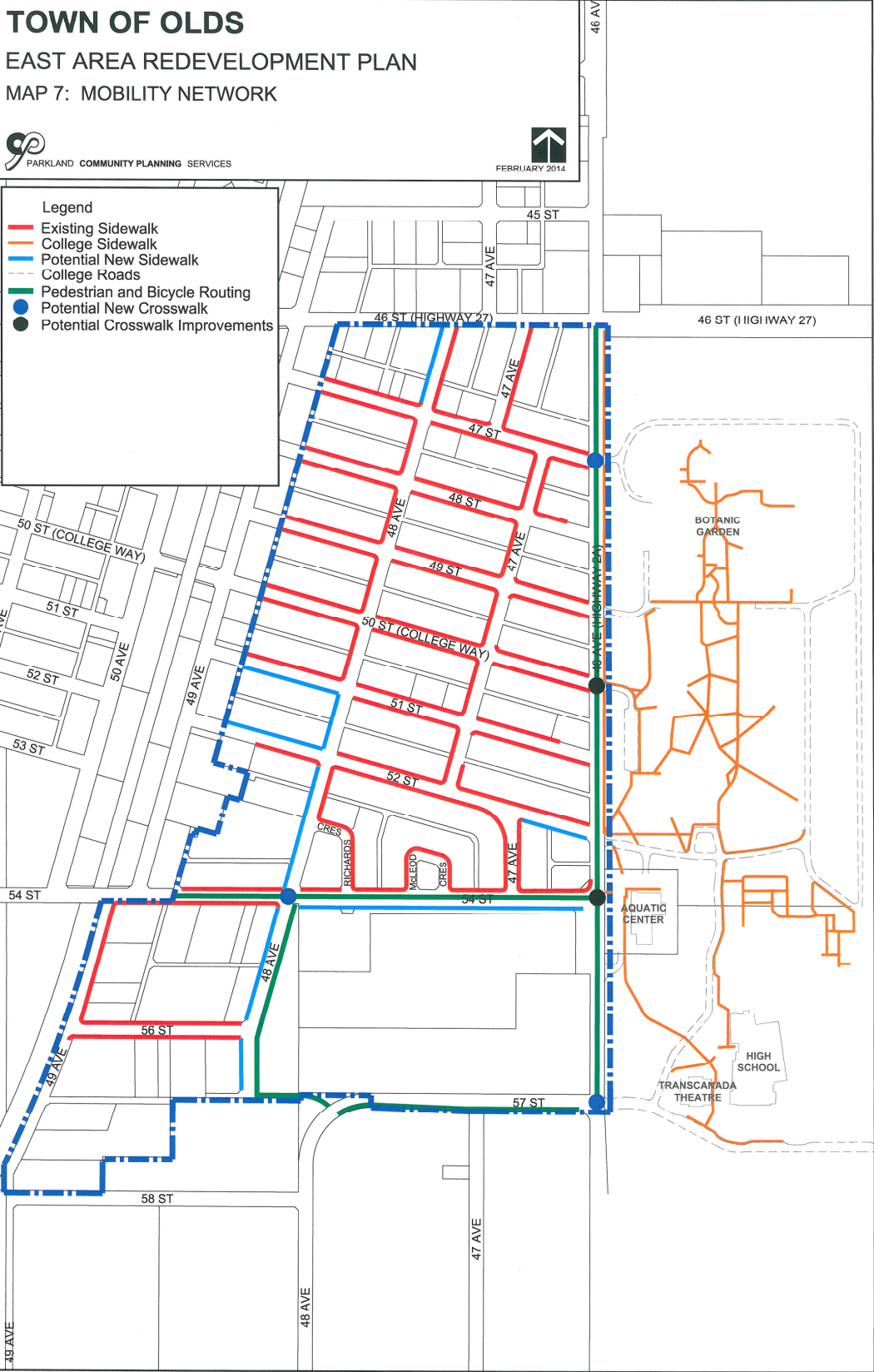
Bicycle Mobility

4.6.23 Bicycle Lanes or Routing

The **municipality** will explore the possibility of integrating bicycle lanes and/or installing routing identification along 54th Street and 46th Avenue (Highway 2A), 48th Avenue south of 54th Street, and along 57th Street in accordance with implementation policy 5.4.19, as shown on Map 7: Mobility Network to facilitate non-vehicular modes of transportation.

4.6.24 Bicycle Racks

All new commercial **development** and **redevelopment** must provide bicycle racks in accordance with implementation policy 5.4.20.



4.7 Utilities and Public Infrastructure

As **redevelopment** occurs in the **plan area**, **infrastructure** upgrades will become inevitable. East Olds was built-out several decades ago at a much lower density than what is occurring today and what is envisioned for the future. The **infrastructure** put in place was to accommodate these lower densities, lower traffic volumes and while still in good condition, it is aging and will require upgrading to accommodate the anticipated increase in density.

Goal

To ensure necessary upgrades to public **infrastructure** are done to facilitate the **redevelopment** of the East Olds community.

Objectives

- a) Provide regular maintenance and upgrades to **street**, lane, sidewalk, water and wastewater **infrastructure** as necessary.
- b) Prevent unnecessary disruptions to existing residents and businesses while **redevelopment** occurs.

Policies

4.7.1 Infrastructure Upgrades

If **infrastructure** upgrades are necessary due to a proposed **development**, **redevelopment**, renovation or subdivision, the costs associated with such upgrades are the responsibility of the developer. The **municipality** may, at its sole discretion, contribute to the necessary upgrades if the upgrades will be beneficial to the wider community.

4.7.2 Sanitary Sewer Maintenance

The **municipality** will conduct regular monitoring and flushing of the sanitary sewer **infrastructure** in the **plan area** to ensure that it remains in proper working order, in accordance with implementation policy 5.5.1.

4.7.3 Construction Safety

Where any new **development**, **redevelopment** or renovations to existing **buildings** is under construction, the **development** must have proper regard for the safety and condition of the sidewalk and **street**, in accordance with implementation policy 5.5.2. Unsightly or potentially hazardous sidewalk

excavations, related to construction, must be minimized. Replacement and reconstruction of the sidewalk, curb and gutter must be carried out as soon as possible to minimize pedestrian disruption.

4.7.4 Additional Street Lighting

To increase public safety, additional street lighting shall be installed along 49th Avenue south of 54th Street in accordance with implementation policy 5.5.3.

4.7.5 On-going Engagement

Public engagement will be conducted on an on-going basis to ensure that the East Olds community's **local improvement** needs (e.g. **street** resurfacing, lane remediation, lighting, sidewalks, etc.) are met to maintain and improve the physical quality of the **plan area**.

4.8 Residential Design Guidelines

Preserving the historical ambience by way of ensuring new residential **developments** and **redevelopments** are sensitive to the existing residential character of the **plan area** has been confirmed through the public participation process as a key element to this **ARP**. The following policies are specific to **duplex** and **multi-dwelling developments** and **redevelopments**. It is important to note that the intent of the following design guidelines is not to impose rules and regulations for a single aesthetic, but to allow for diversity, ingenuity and innovation in design while complimenting the historical character that is special to the **plan area**.

Goal

To ensure that the integrity of the historical ambience of East Olds is protected and enhanced and that new **duplex** and **multi-dwelling developments** are sensitive to the existing neighbourhoods.

Objectives

- (a) Promote the retention of mature vegetation in new **duplex** and **multi-dwelling developments, redevelopments** or renovations to existing **duplex** and **multi-dwelling buildings**.
- (b) Establish historically sensitive traditional design criteria for new **duplex** and **multi-dwelling developments, redevelopments**, or renovations to existing **buildings**.
- (c) Preserve the mature character of existing residential **streets**.

Policies

4.8.1 Retention of Mature Landscaping

Existing mature **landscaping** should be retained wherever possible and planting of trees beyond the requirements of the **LUB** is encouraged to maintain the extensive tree coverage in the **plan area**.

4.8.2 Removal of Mature Trees

Where mature tree(s) are removed, they should be replaced with trees that are appropriate for the location. Deciduous trees should be a minimum height of 3 m with a minimum calliper of 50 mm above the root ball. Coniferous trees should be a minimum height of 2 m.

4.8.3 Duplex Developments

New **duplex developments** or **redevelopments** should generally be designed to resemble two separate **dwelling**s or one large **dwelling**.

Example of **duplex** with recessed party wall creating an illusion they are two separate **dwelling**s



Example of **duplex** resembling one large **dwelling**



4.8.4 Variation of Duplex Residential Design

Mirror image new **duplex development** or **redevelopment** should be discouraged unless there is a substantial façade treatment to give the illusion of a different design.

4.8.5 Duplex and Multi-Dwelling Corner Lot Redevelopment

The exterior treatment of all sides of new **duplex** and **multi-dwelling developments** or **redevelopments** facing onto a **highway** or **street** should reflect its dual frontage and incorporate elements such as window treatment, **building** projections, wrap around porches and **decks**, on both frontages.

4.8.6 Front Entry

All main floor residential **dwelling units** that front onto a **street** are encouraged to have an individual front entry that can be accessed directly from the sidewalk, through a private **front yard**, or in the case of a corner **parcel**, one entrance should face the **front yard** and the other should face the **side yard**. Windows from the unit should maintain a view to the **street**.

Examples of residential **dwelling units** with individual front entries



4.8.7 Multi-Dwelling Building Orientation and Entry

New **multi-dwelling developments** or **redevelopments** should be oriented to the **street** with the main entry to the front of the property oriented in a prominent and clearly visible manner. Rear and side main entries should be prohibited unless for a **building** constructed on a corner **parcel** built in accordance with policy 4.8.6.

4.8.8 Sensitive Massing of Multi-Dwelling Developments

Larger **multi-dwelling developments** should resemble a series of smaller **dwelling**s through sensitive massing and design and be designed with a variation of the façade, roof slopes, window treatments, unit entry and other design elements to enhance the relationship with the **street** and surrounding neighbourhood. Monolithic, flat facades are not acceptable.

Examples of sensitive **building** massing



4.8.9 Window Placement

New **developments** and **redevelopments** are encouraged to be designed so they are sensitive to the window location of adjacent properties to protect

privacy. Techniques such as window staggering, or using translucence glass, glass blocks and/or angled bay windows provide light and some views while being sensitive to the privacy of the adjacent properties.

4.8.10 Staircase Placement

Staircases to access **dwelling units** above ground must be fully enclosed.

4.8.11 Outdoor Amenity Space for Buildings

All **buildings** containing three or more **dwelling units** must provide **private outdoor amenity space** for each **dwelling unit** in the form of a **balcony**, **porch** or a **deck** and each of these must:

- Adjoin and be directly accessible from the **dwelling unit**; and
- Have no dimension less than 2 m.

Each **dwelling unit** (for **buildings** containing 3 or more **dwelling units**):

- Within 2 m of grade must provide **private outdoor amenity space** with a minimum area of 7.5 m²;
- More than 2 m above grade and 4 storeys or less above grade must provide **private outdoor amenity space** with a minimum floor area of 5 m²; and
- More than 4 storeys above grade must provide **private outdoor amenity space** with a minimum floor area of 5.5 m².

4.8.12 Rear Vehicular Access

Where rear **lane** access is available, all required parking stalls should be from the **lane** wherever possible.

4.8.13 Front Yard Driveways

If a **driveway** provides access or otherwise connects to a **street** that portion of the **driveway** within 5 m of the public sidewalk or a curb in the **street** where there is no sidewalk must not exceed:

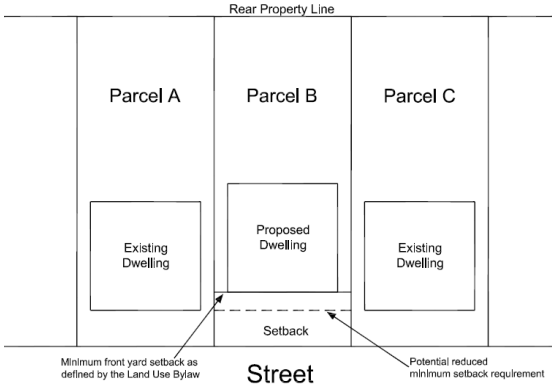
- 3 m in width if the **frontage** is 9 m or less;
- 6 m in width if the **frontage** is more than 9 m but less than 15 m; and
- 8.25 m in width if the **frontage** exceeds 15 m.

Unless the site has side property lines that are not perpendicular to the **frontage** in which case one side of the driveway may be widened to parallel a side property line.

4.8.14 Front Yard Setbacks

Front yard setbacks in new **developments** should approximate adjacent yards. Where the **LUB** minimum setback is not compatible with the adjacent residential **development**, a reduced minimum setback will be required to integrate the new **development** or **redevelopment** and preserve the character of the **street**.

Illustration of reduced **front yard** setback



4.8.15 Sustainable Building Design

Building and site design should incorporate sustainable features such as solar energy, day lighting, recycling, reuse of water, on-site infiltration of stormwater, low-water **landscaping**, energy efficient lighting and other features wherever possible.

4.8.16 Sensitive Development

New residential **developments** or **redevelopments** must be compatible with the scale and form of existing residential **buildings** in the general neighbourhood vicinity recognizing that the immediate **street** context, namely the **buildings** along the same **frontage** as the proposed **development** and within the same block, represent the most important or primary reference when designing a new **development**.

4.9 Commercial Design Guidelines

At the Design Options Workshop, participants generally liked the more traditional commercial design elements. These design elements included **apartments** above commercial, flat roofs, orientation towards the **streets**, and traditional architectural features like defined edges, balconies, and different façade treatments.

There are essentially two major commercial areas within the **plan area**; one adjacent to the **Uptowne core** and the other being the various **parcels** along 46th Avenue (Highway 2A) adjacent to the **College**. Both of these clusters of commercial are unique due to their locations and will serve different commercial functions, as explained in the section 4.2, but the overall appearance will generally be the same. The following commercial design guidelines must achieve adequate design principles to ensure compatibility with adjacent residential land **uses**.

As with the residential design guidelines, the intention of this section is not to impose rules and regulations for a single aesthetic, but to allow for diversity, ingenuity and innovation in commercial **developments** throughout the **plan area**.

Goal

To reflect the historical importance of East Olds and ensure that adequate design elements are put into place to minimize potential implications with adjacent residential land **uses**.

Objectives

- (a) Establish historically sensitive traditional design criteria for new commercial **developments, redevelopments** or renovations to existing commercial **buildings**.
- (b) Establish a high standard of commercial **development** and minimize its impact on adjacent residential land **uses**.

Policies

4.9.1 Building Orientation

New commercial **developments** and **redevelopments** must be orientated toward the **street** with vehicular access from the rear **lane** wherever possible. Where rear **lane** access is available, parking, loading and delivery zones should be encouraged from the rear **lane**.

4.9.2 Building Relationship with Surroundings

Commercial **developments** and **redevelopments** must be designed to achieve a strong relationship between the built-form, **landscaping** and **public realm**.

4.9.3 Appropriate Land Use Transition

Commercial **development** and **redevelopments** must be undertaken in a manner that mitigates the impact of commercial **uses** on surrounding residential areas. Appropriate mitigation measures include, but are not limited to:

- Sound attenuation;
- Landscaped **buffers**;
- Fencing;
- Architectural styles and exterior treatments sympathetic to adjacent residential **developments**;
- Careful use of outdoor lighting;
- **Screening** of parking areas from adjacent residential **developments**; or
- A combination of several measures.

4.9.4 Commercial/Residential Interface

New commercial **developments** or **redevelopments** must be designed to minimize noise and traffic impacts on adjacent residential **uses** and have an attractive façade accompanied by appealing **landscaping** and opaque fencing adjacent to the residential land **use(s)** wherever possible.

4.9.5 Pedestrian Scale

New commercial **developments** or **redevelopments** must be designed to the **pedestrian scale**, located close to sidewalks with active **uses** at-grade, and if appropriate with the **use**, have outdoor **decks**.

Examples of commercial **buildings** designed to the **pedestrian scale**



4.9.6 Weather Protection for Pedestrians

Weather protection for pedestrians should be provided along sidewalks, at a minimum at each **building** entry but preferably along the full face of the **building**. The design of weather protection must be architecturally integrated with the **building** and must not impede sidewalk safety.

4.9.7 Recessed Entry

Front entries should be recessed into the façade to act as a sheltered area in winter and safe place for door opening without intruding on the sidewalk.

Examples of recessed entries



4.9.8 Corner Lot Development

Corner **buildings** must be well detailed and articulated on both **street frontages**.

Examples of **buildings** with well detailed **street frontages**



4.9.9 Traditional Commercial Development

The roofs of **buildings** are encouraged to have a strongly detailed eave with large display windows on the main floor adjacent to each front entrance.

4.9.10 Landscaping

Small **landscaped areas** or planting boxes should be encouraged in the front of commercial **buildings**.

4.9.11 Sustainable Building Design

Building and site design should incorporate sustainable features such as solar energy, day lighting, recycling, reuse of water, on-site infiltration of stormwater, low-water **landscaping**, energy efficient lighting and other features wherever possible.

4.9.12 Sensitive Development

New commercial **developments** or **redevelopments** must be compatible with the scale and form of existing commercial **buildings** in the general neighbourhood vicinity recognizing that the immediate **street** context, namely the **buildings** along the same **frontage** as the proposed **development** and within the same block, represent the most important or primary reference when designing a new **development**.

4.9.13 Mixed Use Commercial and Residential Developments

New ***mixed use developments*** should incorporate the applicable commercial design guidelines contained within this section, in addition to the following policies contained in section 4.8 Residential Design Guidelines:

- 4.8.8 Sensitive Massing of Multi-Dwelling Developments;
- 4.8.10 Staircase Placement; and
- 4.8.11 Outdoor Amenity Space.

5.0 Implementation

Staging of *development* in the *plan area* will depend upon a number of factors, including but not limited to, market forces, market demand, efficient sequencing of *infrastructure* and *streets* and timing of private *developments*.

Implementation of the *ARP* will require leadership, support and cooperation between both the public and private sectors. In order to work with potentially available resources, it is recommended that the following implementation actions be planned over time.

5.1 General

5.1.1 Monitoring and Updating the Plan

This **ARP** should be updated through an order amendment procedure to reflect changes in the **plan area** and the **municipality's goals** and **objectives**. This **ARP** should be considered a living document which should be reviewed on an ongoing basis to ensure it is current and relevant to the **plan area**.

5.1.2 Amendments to the Municipal Development Plan – Map 2 Land Use Concept

Amendments will be needed to Map 2 Land Use Concept of the **MDP** to ensure that future land uses envisioned in Map 4 of this **ARP** are consistent with the land use concept provided in the **MDP**.

5.1.3 Amendments to the Southeast Industrial Area Structure Plan

Amendments will be needed to the Southeast Industrial Area Structure Plan boundaries to remove that portion of 54th Street south to 57th Street, west to 49th Avenue and east to 46th Avenue (Highway 2A) that is within this **plan area**.

5.1.2 Amendments to the Land Use Bylaw – New Definitions

Several new definitions may need to be added to the **LUB** through a **LUB** amendment. These new definitions can be found in section 6.0 Glossary of this **ARP**.

5.1.3 Amendments to the Land Use Bylaw – Site Coverage

It is recommended the **LUB** be amended to clearly distinguish between site coverage (building), hard surfacing (driveway), and **landscaped area**. If the site coverage amendment is done, an amendment to this **ARP** should also be done to ensure consistency in **landscaped area** definition.

5.1.4 Amendments to the Land Use Bylaw – Accessibility and CPTED

It is recommended the **LUB** be amended to address universal accessibility and Crime Prevention Through Environmental Design (CPTED) principles.

5.1.5 Plan Amendments

If amendments to plans relevant to the **plan area** are initiated they will be undertaken in accordance with procedures outlined within the **MGA**. In all but exceptional circumstances, amendments must be consistent with the **vision**, and **objectives** contained within this **ARP**. The amendment applicant will be required to submit a formal request for the proposed amendment, along with technical information on how it conforms to this **ARP's vision**, and **objectives** or why it does not.

5.2 Future Land Use Concept

5.2.1 Amendments to the Land Use Bylaw – Schedule A Land Use District Map

Schedule A Land Use District Map will need to be amended to align the proposed future land **uses** illustrated on Map 4: Land Use Concept in the **plan area**. The required amendments to Schedule A Land Use District Map will be the responsibility of the individual landowners and their agent. The redesignation of privately owned properties by the **municipality** is not considered in this **ARP** at this time.

It is important to note that this **ARP** anticipates the redesignation of parcels currently designated industrial to a **mixed use** or residential land **use district**. Some of these properties may be contaminated and site remediation will be required prior to redesignation.

5.2.2 Amendments to the Land Use Bylaw – New Land Use District

A new land **use district** will need to be created in the **LUB** that encourages the development of **mixed use buildings**.

This new land **use district** will include the following development standards:

- Separate entrances for the residential and commercial components must be provided, no shared entrances will be permitted;
- Separate parking will be required for the residential and commercial components wherever possible;
- The availability of **private amenity space** for the residential component should be a consideration when reviewing applications for **development permit**;
- Garbage storage for both the residential and commercial components must be adequately addressed, to the satisfaction of the **development authority**; and
- The location of gas and electric meters must be considered when reviewing applications for **development permit** to ensure their location does not impede sidewalk safety and is located in a visually sensitive manner.

5.2.3 Amendments to the Land Use Bylaw – Overlay District

An **overlay district** specific to all properties identified as such on Map 4: Future Land Use within approximately 70 m from the centre line of 46th

Avenue (Highway 2A) is to be established. The intent of this **overlay district** is to manage the land uses along 46th Avenue (Highway 2A) and ensure that any proposed **developments** or **redevelopments** meet the following objectives and development standards:

- Encourage commercial uses to be established and live/work opportunities through mixed use developments;
- Establish a landscaped boulevard and continuous sidewalk along the west side of 46th Avenue (Highway 2A);
- Ensure adequate parking and land use transition for any future commercial uses with adjacent residential uses to the west;
- Require a high aesthetic standard for all new development and redevelopments; and
- Landscaping must not impede traffic sight lines or business identification.

5.2.4 Amendments to the Land Use Bylaw – Residential Conversion District

A Residential Conversion District overlay, specific to the properties listed in **Section 4.4.5 Heritage Conservation – Residential Conversion District** needs to be established. The intent of the Residential Conversion District is to allow for uses envisioned in **Map 4: Future Land Use** while protecting the residential character of present buildings. The district shall:

- Be implemented for, but not limited to, the buildings at the following Town of Olds addresses: 4830 50th Street; 4826 50th Street; 4606 50th Street; and 5401 49th Avenue;
- Recognize and legitimize the successful development of commercial enterprises in previously residential land use areas without creating undesired precedent;
- Commit to the preservation of the Town of Olds' architectural and residential character;
- Accommodate and encourage adaptive reuse in appropriate locations and circumstances.

5.3 Public Realm

5.3.1 Boulevard Tree Planting

At the time of **development permit** for a new **building** or renovations to an existing **building**, a condition of development approval may be, at the sole discretion of the **municipality**, to plant boulevard tree(s) in accordance with Map 6: Public Realm and policy 4.5.1 of this **ARP**. The species, size, and planting specifications for boulevard trees must be to the satisfaction of the **development authority**.

The **municipality** will plant boulevard trees upon completion of major rehabilitation work in accordance with Map 6: Public Realm and policy 4.5.1 of this **ARP**.

5.3.2 Street Signs and Light Standards

The **municipality** will replace existing street signs and light standards on an as needed basis or during major rehabilitation work in accordance with policy 4.5.4 of this **ARP**.

5.3.3 Historically Significant Street Names

Council, or a member of the public, may submit an application to attribute a historical **street** name within the **plan area**. The **municipality**, at its sole discretion, will make a decision on the application. Upon approval of the historical **street** name, the **municipality** shall replace and install the street sign(s) at its sole cost, or through a cost sharing agreement with the applicant, in accordance with policy 4.5.5 of this **ARP**.

5.4 Mobility Network

Vehicular Mobility

5.4.1 Traffic Calming Measures

The **municipality** will investigate the possibility of installing **traffic calming measures** identified in policy 4.6.1 of this **ARP** on an on-going basis in collaboration with Alberta Transportation.

5.4.2 Signalization of 46th Street (Highway 27) and 48th Avenue

The **municipality** will work with Alberta Transportation to monitor the intersection of 46th Street (Highway 27) and 48th Avenue on an on-going basis, as per policy 4.6.2 of this **ARP**.

5.4.3 On-street Parking Restrictions on 48th Avenue

On-**street** parking restrictions to one side of 48th Avenue will be dependent on the **street** cross section the **municipality** chooses at the time of rehabilitation of 48th Avenue. If the cross section includes a wider sidewalk on one side of the **street** accompanied by a tree lined boulevard, the **municipality** will restrict parking to one side of 48th Avenue upon completion of rehabilitation work in accordance with policy 4.6.3 of this **ARP**.

5.4.4 Improvements to 46th Street (Highway 27) and 46th Avenue (Highway 2A) Intersection

The exact timing of improvements to the intersection of 46th Street (Highway 27) and 46th Avenue (Highway 2A), outlined in policy 4.6.4 of this **ARP**, must be based on actual traffic volumes, funding availability from the province and weather.

5.4.5 Intersection Improvements at 46th Avenue (Highway 2A) and 47th Street

The exact timing to implement the intersection improvements identified in policy 4.6.5 of this **ARP** for the 46th Avenue (Highway 2A) and 47th Street intersection are dependent on actual traffic volumes.

5.4.6 On-street Parking Restrictions on 50th Street

On-**street** parking restrictions to one side of 50th Street will be dependent on the **street** cross section the **municipality** chooses at the time of rehabilitation of 50th Street. If the cross section includes a wider sidewalk on one side of the **street** accompanied by a tree lined boulevard, the **municipality** will restrict parking to one side of 50th Street upon completion of rehabilitation work in accordance with policy 4.6.6 of this **ARP**.

5.4.7 Traffic Signals at 46th Avenue (Highway 2A) and 52nd Street

The **municipality** will work with Alberta Transportation to monitor the intersection of 46th Avenue (Highway 2A) and 52nd Street on an on-going basis, as per policy 4.6.7 of this **ARP**.

5.4.8 Intersection Improvements at 46th Avenue (Highway 2A) and 52nd Street

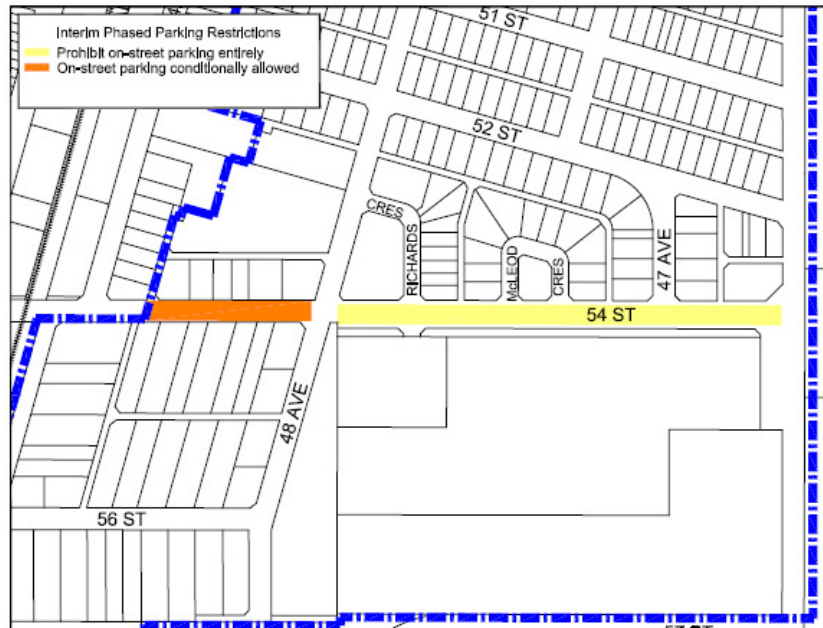
The exact timing to implement the intersection improvements identified in policy 4.6.8 of this **ARP** for the 46th Avenue (Highway 2A) and 52nd Street intersection are dependent on actual traffic volumes.

5.4.9 On-street Parking Restrictions on 54th Street

On-**street** parking restriction on 54th Street is the ultimate **goal** of policy 4.6.9 of this **ARP**. In the interim, phased parking restrictions should be as follows and as illustrated below:

- Phase one – prohibit on-**street** parking entirely along 54th Street between 48th Avenue and 46th Avenue (Highway 2A)
- Phase two – from 48th Avenue west, allow on-**street** parking to continue as is, until such time as **redevelopment** occurs from 48th Avenue west, institute permit parking for residents only
- Phase three – when sufficient on-site parking becomes available for residential properties adjacent to 54th Street through the **redevelopment** process, on-**street** parking from 48th Avenue west should be prohibited completely.

Interim phased parking restrictions



5.4.10 Intersection Improvements at Pool Access (54th Street) and 46th Avenue (Highway 2A)

The exact timing to implement the intersection improvements identified in policy 4.6.10 of this **ARP** for the 54th Street and 46th Avenue (Highway 2A) intersection are dependent on actual traffic volumes and when Alberta Transportation upgrades 46th Avenue (Highway 2A) to a 4-lane cross section.

5.4.11 Intersection Improvements at 57th Street and 46th Avenue (Highway 2A)

The intersection improvements identified in policy 4.6.11 of this **ARP** for the 57th Street and 46th Avenue (Highway 2A) intersection will be implemented at the time the pool access at 54th Street is closed or dependent on actual traffic volumes.

5.4.12 Traffic Signals at 46th Avenue (Highway 2A) and 57th Street

The **municipality** will work with Alberta Transportation to monitor the intersection of 46th Avenue (Highway 2A) and 57th Street on an on-going basis, as per policy 4.6.12 of this **ARP**.

Pedestrian Mobility

5.4.13 Pedestrian Routing

The **municipality** will install routing identification for pedestrians in accordance with policy 4.6.15 of this **ARP** and in conformance with the Town of Olds Parks and Open Space Master Plan.

5.4.14 Accessibility

The **municipality** will install sidewalk curb ramps as new sidewalks are installed or existing sidewalks are replaced, as per policy 4.6.17 of this **ARP**. In the case of new **developments** or **redevelopments**, the **development authority** may require sidewalk curb ramps be installed as a condition of development approval.

5.4.15 Improved Sidewalk Connectivity

The cohesive sidewalk connection throughout the **plan area** outlined in policy 4.6.18 of this **ARP** will be completed by the **municipality** during major rehabilitation work on 48th Avenue. The new sidewalks on the south side of 46th Street (Highway 27) from 46th Avenue (Highway 2A) to 49th Avenue will be done in consultation with Alberta Transportation.

5.4.16 Improved Sidewalk Condition

The **municipality** will replace deteriorating sidewalks as part of the Operational Services Department's regular maintenance scheduling and in accordance with policy 4.6.19 of this **ARP**. In the case of new **developments** or **redevelopments**, the **development authority** may require the replacement of deteriorating sidewalks as a condition of development approval.

5.4.17 Improvements to Existing Crosswalks

The **municipality** will continue to work with Alberta Transportation to improve existing crosswalks on 50th Street and 46th Avenue (Highway 2A) and 54th Street and 46th Avenue (Highway 2A), in accordance with policy 4.6.21 of this **ARP**.

Priority should be given to improving the crosswalk at 50th Street and 46th Avenue (Highway 2A).

5.4.18 New Crosswalk Locations

The **municipality** will work in collaboration with Alberta Transportation to develop new crosswalks on 46th Avenue (Highway 2A) in accordance with policy 4.6.22 of this **ARP**.

Bicycle Mobility

5.4.19 Bicycle Lanes or Routing

The **municipality** will install routing identification for bicycles or construct bicycle lanes in accordance with policy 4.6.23 of this **ARP** and in conformance with the related implementation strategy contained within the Town of Olds Parks and Open Space Master Plan.

5.4.20 Bicycle Racks

As a condition of development approval, bicycle racks will be required for all new and redeveloped commercial projects in a location suitable to the **development authority**, pursuant to policy 4.6.24 of this **ARP**.

5.5 Utilities and Public Infrastructure

5.5.1 Sanitary Sewer Maintenance

The **municipality** will monitor and flush sanitary sewer **infrastructure** in the **plan area** as part of the Operational Service's Department maintenance scheduling and upgrade the lines as necessary, pursuant to policy 4.7.2 of this **ARP**.

5.5.2 Construction Safety

As a condition of development approval for a new **development**, **redevelopment** or renovation to existing **building**, a construction safety plan may be required, at the discretion of the **development authority**, prior to commencement of work to address the matters outlined in policy 4.7.3 of this **ARP**.

5.5.3 Additional Street Lighting

The **municipality** shall install additional street lighting in accordance with policy 4.7.4 at the time of road rehabilitation.

6.0 Glossary

“**adaptive reuse**” means reusing an old site or **building** for a purpose or purposes other than which it was originally built or designed for;

“**apartment**” means a residential **building** consisting of at least 3 **dwelling units**, but shall not include **buildings** containing units with separate exterior entranceway(s);

“**area redevelopment plan or ARP**” means a plan adopted by **Council** as an area redevelopment plan pursuant to the **Municipal Government Act** that provides a framework for future **development** in an already developed area;

“**background report**” means the report prepared during the East Olds **ARP** process that provides summaries of plans, studies, and reports relevant to the East Olds area;

“**balcony**” means a horizontal structure adjoining a building above the first storey floor level and intended for use as a **private outdoor amenity space**;

“**buffer**” means trees, shrubs, earth berming, open space, fencing or a combination thereof to provide visual **screening**, sound attenuation and/or separation between sites and **districts**;

“**building**” includes anything constructed or placed on, in, over or under land but does not include a **highway** or **road** or a bridge forming part of a **highway** or public **road**;

“**College**” means Olds College;

“**Council**” means the **Council** of the Town of Olds;

“**deck**” means an uncovered horizontal structure with a surface height greater than 0.6 m above grade at any point, and intended for use as a **private outdoor amenity space**;

“**detached dwelling**” means a residential **building** containing one **dwelling unit**, which is physically separated from any other residential **building**, and does not include a manufactured home;

“**development**” means

- (a) An excavation or stockpile and the creation of either of them, or

- (b) A **building** or an addition to, or replacement or repair of a **building** and the construction or placing in, on, over or under land of any of them, or
- (c) A change of **use** or land or a **building** or an act done in relation to land or a **building** that results in or is likely to result in a change in the **use** of the land or **building**, or
- (d) A change in the intensity of **use** of land or a **building** or an act done in relation to land or a **building** that results in or is likely to result in a change in the intensity of **use** of the land or **building**;

“**development authority**” means the person or persons appointed pursuant to Development Authority Bylaw #1491-95 and amendments thereto;

“**development permit**” means a document authorizing a **development** issued pursuant to the Town’s **Land Use Bylaw**;

“**district**” means Land Use District;

“**driveway**” means a vehicle access route between the carriageway of a **road** and a **use** on a **parcel**;

“**duplex**” means a separate residential **building** consisting of two **dwelling units** only;

“**dwelling**” means a **building** or portion thereof occupied exclusively as the residence of one or more persons;

“**dwelling unit**” means a complete **building** or self-contained portion of a **building** for the **use** of one or more individuals living as a single housekeeping unit, containing sleeping, cooking and separate toilet facilities intended as a permanent residence not separated from direct access to the outside by another separate or self-contained set or suite of rooms;

“**frontage**” means the minimum straight line distance between the intersection of the side lot lines and the front lot line;

“**front yard**” means a yard extending across the full width of a **parcel** measured perpendicularly from the front boundary of the **parcel** to the front wall(s) of the main **building** situated on the **parcel**;

“**garage**” means an accessory **building** or part of a principal **building** designed and intended to be used for the storage of motor vehicles;

“**goal**” means a high level step (that what) required to close the gap between where you are now and where you want to be;

“**highway**” means a primary **highway** or a secondary **road** as identified in the Public Highways Development Act;

“**infrastructure**” means the basic facilities and installations (e.g. wastewater, water, **streets** and sidewalks) needed for the growth and functioning of the Town of Olds;

“**landscaped area**” means that portion of a site that consists of **landscaping** or is required to consist of **landscaping**;

“**landscaping**” means the modification and enhancement of a site by any of all of the following methods:

- (a) **soft landscaping** consisting of living organisms or material derived from living organisms but not formed into a structure including but not limited to trees, native grasses, mulch, plants and sod; and
- (b) **hard landscaping** consisting of materials that are not living or derived from living organisms or were once living but now formed into a structure including but not limited to brick, concrete, stone and wood but excluding asphalt unless the asphalt is modified to resemble paving stones, concrete or stone;

“**Land Use Bylaw or LUB**” means a bylaw adopted by **Council** which establishes land **use districts** and prescribes rules for **development** within those **districts**;

“**lane**” means a public thoroughfare which provides a secondary means of access to a **parcel** or **parcels** and which is registered in a land titles office;

“**local improvement**” means a project:

- (a) That the **Council** considers to be of greater benefit to an area of the **municipality** than to the whole **municipality**; and
- (b) That is to be paid for in whole or in part by a tax imposed under Division 7 of the **Municipal Government Act**.

“**multi-dwelling development**” means a **dwelling** containing three (3) or more **dwelling units**, and includes **apartments** and fourplexes.

“**Municipal Development Plan or MDP**” means a **statutory plan**, formally adopted by **Council**, which is intended to describe the future land **uses** proposed for the **municipality**;

“**mixed use**” means a **building** containing commercial **uses** on the main floor and residential **uses** typically on the second storey;

“**Municipal Government Act or MGA**”, refers to the land use planning legislation under which municipalities may regulate the **use** and **development** of land;

“**municipality**” means the Town of Olds;

“**objective**” means something set out to attain and is more specific than a **goal**;

“**overlay district**” means a district superimposed upon another land use district that supersedes, modifies or supplements the underlying land use district regulations.

“**parcel**” means the aggregate of the one or more areas of land described in a certificate of title or described in a certificate of title by reference to a plan filed or registered in a land titles office;

“**pedestrian scale**” means to design **buildings**, open spaces and **streets** that create comfortable and interesting spaces for pedestrians using them;

“**plan area**” means the land generally delineated by 46th Street (Highway 27) to the north; 58th Street to the south; 49th Avenue to the west; and 46th Avenue (Highway 2A) to the east as shown on Map 1: Plan Area;

“**policies**” mean preferred courses of action to be followed to achieve a stated **objective** or **goal**;

“**porch**” means a structure abutting a **dwelling** having a roof but with walls that are open and unenclosed to the extent of at least 50% thereof except for removable screens and storm sashes or awnings, used as a **private outdoor amenity space**;

“**private outdoor amenity space**” means an amenity space provided for the use of the occupants of only one **dwelling unit**;

“**public realm**” means any publicly owned **streets**, pathways, sidewalks, right of ways, parks, publicly accessible open spaces and any public and civic **building** and facilities;

“**redevelopment**” means the removal of **buildings** or structures from land and the construction or erection of other **buildings** or structures thereon;

“**residential conversion**” means the conversion of a parcel with a residence on it to accommodate commercial activities. The integrity of the residential development is retained through the conversion;

“**road**” means land:

- (a) Shown as a **road** on a plan of survey that has been filed or registered in a land titles office, or
- (b) Used as a public **road**; and
- (c) Includes a bridge forming part of a public **road** and any structure incidental to a public **road**, but does not include a **highway**;

“**screen(ing)**” means a fence, berm, hedge, wall or **building** used to separate areas or functions which detract from the appearance of the **street** scene and the view from the surrounding area;

“**side yard**” means a yard extending from the **front yard** to the rear yard between the side boundary of the parcel and the wall of main building thereon;

“**statutory plan**” means a **Municipal Development Plan**, Intermunicipal Development Plan, an area structure plan, or an **area redevelopment plan** adopted by a bylaw of the **municipality**, or any one or more of them;

“**street**” means any category of **road** except a **lane**;

“**traffic calming measures**” means physical devices, techniques or treatments for reducing vehicle speeds such as raised crossings, speed humps and chicanes;

“**Uptowne core**” means Uptowne Olds is a defined area composed of 49th, 50th and 51 Avenues between Highway 27 and 54th Street;

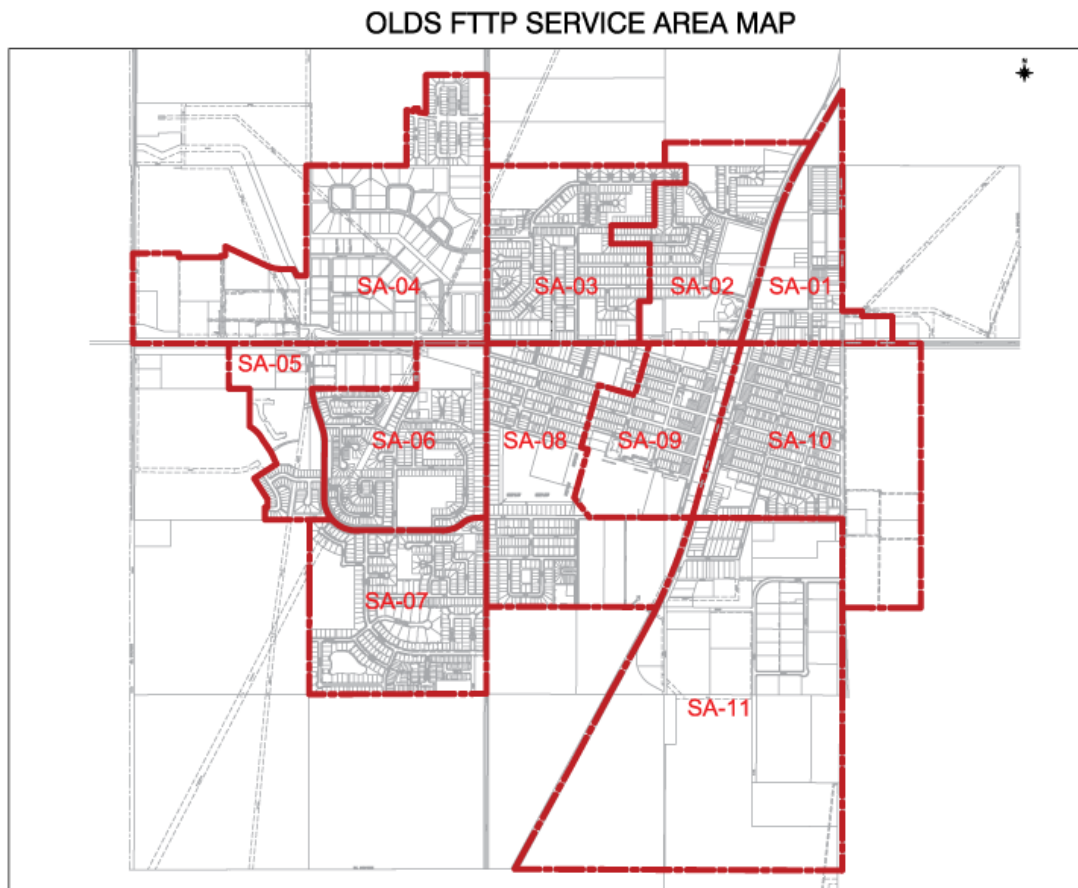
“**use**” means a **building** or an area of land and the function and activities therein or thereon;

“**vision**” means a positive snapshot of the desired state of a Town at a particular point in the future;

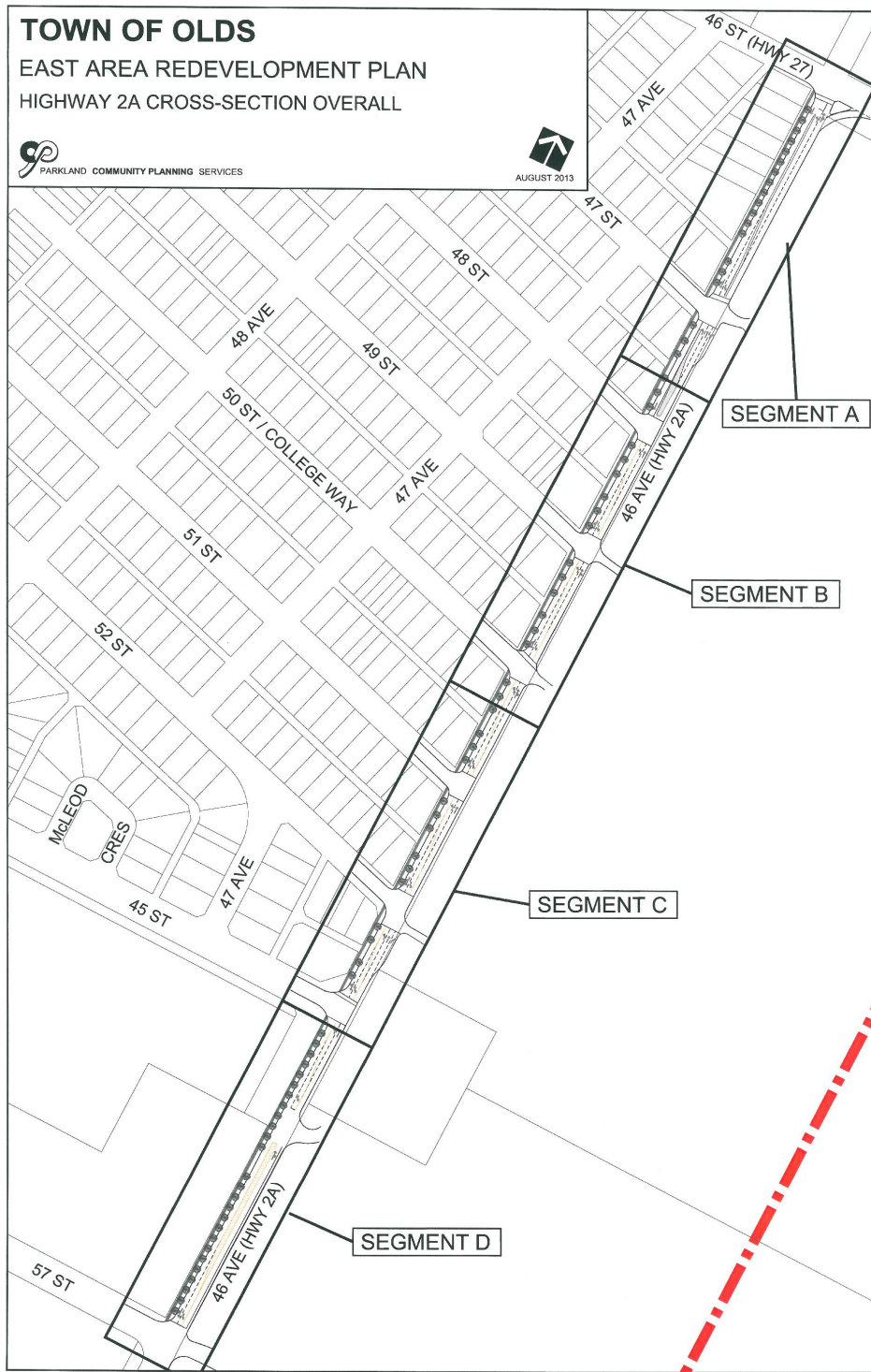
Appendix A – Olds FTTP Service Area Map

The Fiber to the Premise Project (FTTP) led by the Olds Institute will provide high speed internet connection to the Town of Olds. The FTTP service area map is provided below for information and will provide service to the East Olds **redevelopment** area. This has the potential to provide for more business friendly opportunities.

The installation of the FTTP conduits will likely coincide with the rehabilitation work anticipated for the **plan area** as much of the underground utilities will be accessed and serviced at the time.



Appendix B – 46th Avenue (Highway 2A) Cross Section



Note: A Traffic Impact Assessment may be required to determine required improvements

TOWN OF OLDS

EAST AREA REDEVELOPMENT PLAN

HIGHWAY 2A CROSS-SECTION DETAIL

