



Medicine Hill Canada Olympic Park and Adjacent Lands Area Structure Plan Amendment

WHAT WE HEARD REPORT

MARCH 2021

Prepared by
B&A PLANNING GROUP

On Behalf of
TRINITY DEVELOPMENT GROUP







Contents

Project Background	04
Public Outreach - Timeline & Process	05
Virtual Open House at a Glance	06
What We Heard	10
Next Steps	25

Appendix

A	Virtual Open House Presentation February 25, 2021 <i>Available on project website</i>
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Project Background

Trinity Development Group has applied to the City of Calgary for amendments to the Canada Olympic Park and Adjacent Lands Area Structure Plan (ASP). The primary goal of the amendments is to increase the opportunity for residential development within the community while reducing retail and commercial, all within the existing utility and road network limitations.

The proposed changes refine policies and provide flexibility to enhance the development of the lands all while ensuring there is alignment with the high quality mixed-use vision for the neighbourhood.

This What We Heard report has been prepared by B&A Planning Group on behalf of Trinity Development Group. This report documents feedback received throughout the virtual public open house held on February 25, 2021 and the corresponding online survey.





Public Outreach

Timeline & Process





Virtual Public Open House At A Glance

Due to the Covid-19 pandemic and provincial regulations surrounding social gatherings, Trinity Development Group hosted a Virtual Open House on February 25, 2021 from 5-7 p.m. to provide an opportunity for the public to learn about the project and provide feedback in a safe format.

The meeting ended at 6:45 p.m. when there were no additional questions or comments from participants.





Promotions

1. Temporary Road Signs



February 12-25, 2021



Cougar Ridge & Bowness

2. Emailed Invitations



February 11, 2021

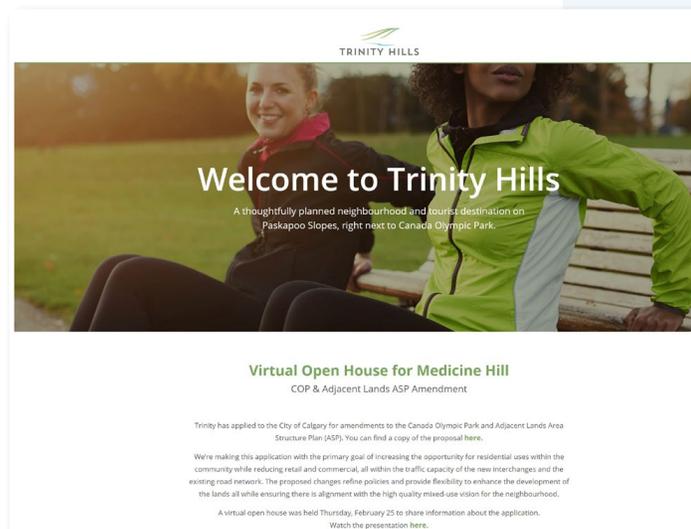


20 Email invitations were sent to stakeholders

3. Website Update



www.trinityhills.ca





Who Participated

Facilitators

- Greg Brown, Senior Planning Advisor, B&A Planning Group
- Tamille Beynon, Senior Communications & Engagement Specialist, B&A Planning Group

Project Team Members in Attendance

- Aly Premji, Trinity Development Group
- Cameron Wallace, Community Outreach / Public Engagement, The Catalyst Group
- Grant Mihalcheon, Planner / Associate, B&A Planning Group
- Jason Dunn, P.Eng / Associate, Bunt & Associates (Transportation)
- Jeremy Nutma, Senior Technologist / Principal, Urban Systems (Engineering)

Virtual Open House Attendees

Sixty-one people registered and 32 people participated in the virtual meeting.

Participants included:

- Thirteen (13) stakeholder group representatives from:
 - + Paskapoo Slopes Preservation Society (3)
 - + West Springs / Cougar Ridge Community Association (2)
 - + Nautical Lands Group Contractors Inc. (NLGC) (2)
 - + Bowness Community Association (1)
 - + Calgary River Forum Society (1)
 - + Coach Hill / Patterson Heights Community Association (1)
 - + WinSport (1)
 - + Deveraux Developments (1)
 - + The Highland Shoppe (1)
- City of Calgary File Manager, Colleen Renne-Grivell
- City of Calgary Aboriginal Issues Strategist, Lorna Crowshoe
- Ward 6 Councillor's Communications Assistant, Meagan Ladouceur
- Sixteen (16) adjacent community members from:
 - + Bowness (8)
 - + Medicine Hills (4)
 - + West Springs / Cougar Ridge / Paskapoo (2)
 - + Wentworth (1)
 - + Not identified (1)

Online Survey Participants

Eleven people completed the online survey. Participants included:

- West Springs / Cougar Ridge Community Association (3)
- Bowness residents (3)
- Paskapoo Slopes Preservation Society (2)
- Medicine Hill residents (2)
- Calgary River Forum Society (1)



Meeting Overview

The Virtual Open House Meeting was held on Thursday, February 25, 2021 from 5 – 7 p.m.

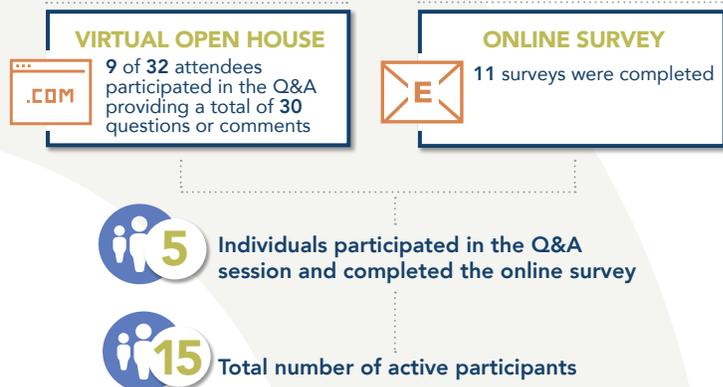
The meeting was held on the GoTo Webinar platform, which allowed interested stakeholders and community members to register for the webinar in advance and join the meeting by simply clicking on a link they received via email.

The meeting opened with a brief introduction and welcome by Tamille Beynon (B&A). Tamille thanked attendees for joining the meeting, gave a land acknowledgment, and provided the purpose of the meeting and instructions on how to participate.

- Greg Brown (B&A) gave a brief presentation, sharing the purpose of the ASP amendments, an overview of what is not changing, and information on the planning process and timeline.
- After the presentation, attendees were able to ask questions and provide comments by:
 - + Typing and submitting questions through the “chat” function, which were read aloud to the project team; or by
 - + Indicating their interest in speaking to the team using their microphone, by “raising their hands” using the GoTo platform.
- After the presentation, the team initiated a Q&A session with attendees, where they responded to all comments and questions asked.
- After the Q&A session, the project team thanked attendees for their participation, directed them to the online survey and informed them that a copy of the engagement summary would be shared on the website.



What We Heard



The following is a breakdown of the questions and comments received through the virtual open house and online survey, along with responses provided by the project team. Please note we have included repeat questions, which were asked more than once to ensure all responses were documented.

Questions and comments have been categorized into several themes for the purpose of this report.

Attendees names and personal information have been removed from verbatim comments.

QUESTIONS/COMMENTS REGARDING RESIDENTIAL UNITS

QUESTION	RESPONSE
What is considered affordable housing in this proposal?	There is no reference to affordable housing requirements in the ASP. Rental apartment housing options are available to the public within the community.
How many residential units are you proposing for the pending areas?	The number of units is based on the maximum capacity identified in the transportation and sanitary reports. Then we will follow housing market indications to determine the exact amount. The maximum number presented by the studies is approximately 4,200 units. Given this, the project team has identified an opportunity for 333 townhouses and just under 4,000 multi-residential units.
A question about affordable housing. Is there consideration of support for an amendment to Part 1 of the ASP? "The Developer shall incorporate in the development a variety of housing types suitable for low- and moderate-income households and creation of a complete community."	Currently, it is not being contemplated as part of our application; however, we will certainly look at it if it becomes a City requirement. As of now, there are no policies related to affordable housing in the ASP. One of the changes that has happened since 2014, causing an increased demand in residential developments, has been the increase in apartment units above the main street – seen in Block I and H, which has been approved. In the original vision, those units were not included. With this increased density of residential units, these units are becoming more affordable than what was originally envisioned in the plan. Additionally, those units are rental rather than condo ownership.



<p>The City has a 10 Year Affordable Housing Strategy and Implementation Plan that states that it will make affordable housing a clear Council Priority across its line of business. Would Trinity be open to supporting such a notion?</p>	<p>We do not think that this development is being considered by the City for an affordable housing project, but we will review and consider it if this does arise.</p>
<p>I would encourage you to consider building an area of bungalow-style row homes for seniors as many seniors do not want to live in multi-floor homes, not in apartment buildings.</p>	<p>In the original ASP in 2015, the City Administration did not want to see single-detached housing as part of this development. The current land uses do not envision this type of development. However, we do feel and see that there is sufficient demand for seniors-focused apartment-style units.</p>
<p>I believe the baby boomer generation is looking for larger luxury condos with access to some of the amenities you originally proposed & Townhomes that can provide sufficient space.</p>	<p>The opportunity is there for bungalow row homes; however, the City has encouraged the development's residential capacity to be up to that of the interchanges. Therefore, the City is accepting proposals for a range of unit types.</p>
<p>I had previously asked the question about the number of residential units proposed. You said you had a maximum capacity of 333 single-family units (including townhouses) and just over 4,000 multi-family units. What has been constructed to date?</p>	<p>There are approximately 180 units (158 actual) in the town centre (Block I) and approximately 80 townhome units in Block E. From the TIA, townhomes are considered single-family, meaning there are no single-detached dwellings proposed as part of this development.</p>
<p>Please advise on the residential numbers (min/mean/max) for all the blocks, and the number of Single-Family and/or Multi-Family units in each block.</p>	<p>The number of units is based on the maximum capacity identified in the transportation and sanitary reports. Then we will follow housing market indications to determine the exact amount.</p>
<p>Tall building location changes should be carefully considered and not allowed close to Paskapoo Slopes natural area. It should be specified that NO tall buildings in Cell J. Tall building massing also need to be avoided.</p>	<p>The maximum number presented by the studies is approximately 4,200 units. Given this, the project team has identified an opportunity for 333 townhouses and just over under 4,000 multi-residential units. Maximum Height depends on the block. They are 3, 6, and 8 storey blocks.</p> <p>There is also the potential for 10 prominent buildings of 15 stories in height, of which one may be up to 22 stories. None of the ASP height rules are changing with this application.</p>
<p>Can you confirm the original max residential units permitted, the residential units built/approved to date, and the new total of residential units proposed by CELL?</p>	<p>The current minimum/maximum capacity by block is as follows:</p> <ul style="list-style-type: none"> • Block C: 48-130 units • Blocks D-G: 400-1,664 units • Blocks H-L: 344-435 units



QUESTIONS/COMMENTS REGARDING PARKING

QUESTION	RESPONSE
<p>What is the development's parking percentage over what is currently suggested by the policy?</p>	<p>We are not proposing any percentage. We are recommending and strongly suggesting opportunities; however, that will be decided by market opportunity. We are simply changing the wording of the current ASP to offer that flexibility.</p> <p>One of the areas of concern would be Block H, given its previous designation for commercial buildings, but there is a requirement of 60% structured parking in the plan. The concern with the current policy is that if the development includes townhome units within Block H, this percentage would not be achieved. A single garage only represents 50% structured parking.</p> <p>We are not anticipating going under the required percentage of structured parking as an overall development, but on a project-by-project basis may be above or below these values. The proposed rewording is to avoid conflicts/interpretation of the proposed percentage at the development permit stage.</p>
<p>Of the flexibility regarding structured parking, what percentage do you envision would be surface parking?</p>	<p>Based on the higher densities, it would be very little. Currently, some of the development in place, for example:</p> <ul style="list-style-type: none"> • Block B has 89% structured parking; • Block I has 55%; and, • H1 and H2 have 71% structured parking.
<p>Can you outline details of the structured parking proposed? How many structured parking already built/ approved exceeds the existing requirements? How would the proposed structured parking increase/ decrease for the remaining cells?</p> <p>What does the project team envision the total percent of structured parking will be compared to that outlined in the initial ASP?</p>	<p>If development occurs in Block A that requires higher density, structured parking will stay in the higher percentages. In the case of townhome units, the parking percentages would likely be approximately 50% structured.</p>
<p>The WSCRCA has serious concerns with the possible increase of above-ground parking lots. The existing structured parking requirements were put in place to minimize the visual, aesthetic, and environmental impact of cars and parking lots and improve the development's walkability. We would like to see the TOTAL percentage of unstructured parking remain the same. In cell H, no additional above-ground parking lots should be allowed above what is currently permitted.</p>	



<p>If you are looking at reducing structured parking, increasing surface parking lots, will this affect the stormwater values?</p>	<p>We are not reducing the structured parking percentages; we are just proposing further flexibility in the ASP to allow for appropriate parking percentages per development area.</p>
<p>On Na'a Drive, the grocery store area – the apartment buildings to the south have parking that exits onto the road. Is there parking access from the inside, connecting through the Save On Foods?</p>	<p>There is access from both the West and East sides and an access down to structured parking through the Save On Foods surface parking lot. There is also a pedestrian crossing mid-block, requested by the City of Calgary.</p>
<p>The existing townhomes only have single car garage none of which will accommodate a larger SUV or truck which is what 70% of Calgarians own. Given this, I do foresee a problem with the number of vehicles parked on the street.</p>	<p>Specific information regarding the residential unit developments, and parking availability per unit, will be informed by the Traffic Impact Assessment and determined by the individual builders.</p>

QUESTIONS/COMMENTS REGARDING TRAFFIC/VEHICLE ACCESSIBILITY



QUESTION	RESPONSE
<p>Where are the entry & exit areas for Cell A? How do you access this site?</p>	<p>From the West side of the cell onto Canada Olympic Drive.</p>
<p>Are there any concerns with that being the main entrance into Winsport? Do you foresee any traffic implications during events, etc.?</p>	<p>At this point, the specifics of entrance into Block A have not been analyzed. Those specifics will be addressed when a development permit is undertaken. The TIA completed to-date looked at the round-about capacity and the two interchanges.</p>

QUESTIONS/COMMENTS REGARDING COMMUNITY DESIGN/DEVELOPMENT



QUESTION	RESPONSE
<p>When this was approved in July 2015, it was understood that this development's visual aspect was intended to be "Whistler-like"; and that was conveyed in the media. Is there an intent for the development to be Banff-like? Additionally, if the peaked roofs are becoming a flexible option, how is the Whistler concept presented in this plan?</p>	<p>The comments were made by the predecessor who was creating architectural concepts of the building styles; however, those do change from one architect to another and there are different opinions on what would work for a specific site.</p> <p>Having peaked roofs on rectangular buildings is not always feasible; however, the project team has provided several roofing options, sloped or slanting, but not every built form can accommodate a peaked roof.</p>



<p>If you Google this development, the press suggests this project will have a “Whistler concept,” The images presented are not what I perceive Whistler to look like. The development does not look to blend into the slopes.</p>	<p>The comment was likely made in reference to the proximity to the ski/snowboard hill; given the development is adjacent to Canada Olympic Park.</p>
<p>I attended the original and several other information sessions, and I also was under the impression that this development at Trinity was to have a ‘mountain-side/ Whistler’ feeling. I am a bit disappointed that this looks like most other developments in and around the city - with nothing that truly differentiates it from others. I was hoping for something unique, considering this is a gateway community for our city coming in from the west. I do not feel the townhomes’ design and some buildings built to-date really reflect a western feel.</p> <p>Calgary does have a minimal supply of this living style, which I thought was excited to see the concept when the design was proposed. Now it seems very ordinary and repetitious of other developments. Many people are looking for a downsized home and not wanting to give up the luxury of proximity to the city. The location is a gateway to the mountains and close to town; it is a dream spot.</p>	<p>The development has a strong focus on pedestrian orientation, with several mixed-use facilities – which aligns with the Whistler concept; however, the design elements are evolving as the buildings are developed. Many of the renderings and images you have seen in this presentation were not presented in the original plan and have come about due to a need for multi-residential, affordable housing and rental/lease options.</p> <p>This will be further addressed in the Development Permit stage, where the City will review the proposed overall context of this setting’s design.</p>
<p>From what I heard, it seems that because of the economic times that are affecting the Trinity developments, that Trinity needs these amendments to save itself. I listened to the words ‘flexible’ and ‘suggested’ terms of use in the development changes, which makes me think that the Trinity is willing to compromise by being ‘flexible’ to go ahead with these new amendments to see their profits realized.</p> <p>These compromises could mean changes that do not benefit the neighbourhoods themselves or the surrounding communities and green spaces that were first approved. What seemed to be transparency - I wonder. I appreciated seeing the site maps and the proposed changes; however, I am not reassured.</p>	<p>No response required.</p>
<p>I would prefer to see less housing and more of a village feel with some commercial office space or amenities; this would be more in line with the original concept, maybe more in line with those looking for office space outside the downtown core.</p>	<p>The proposed ASP looks to address the current market need for diverse housing options, within a multi-use community.</p>



<p>We suggest incorporating some positive changes, such as:</p> <ul style="list-style-type: none"> • Best practices for stormwater management. • Rain gardens that could be a beautiful asset; and, • Safe passage for wildlife north & south in the coulees to cross (underpass or overpass) the spine road. 	<p>The proposed ASP will allow for greater flexibility to facilitate continued innovative development. Wildlife corridors and stormwater best practices were addressed at the Outline Plan stage to the satisfaction of the City. Rain gardens can be considered as part of any development permit proposal.</p>
<p>Are there any peaked roofs planned? The townhomes are all boxes without peaked roofs.</p>	<p>There are different elements incorporated in the Seniors' Housing development, such as terracing that provides a different appearance; however, this will be decided by the individual architect for each building.</p>
<p>Could you please go over the flexibility in roof styles one more time?</p>	<p>The type of roof would depend on the construction form proposed by the builder.</p>
<p>I wondered about the changes in roof styles; if that could be re-addressed, what changes are you looking at doing?</p>	<p>This ASP is requesting flexibility in what is being asked for in terms of the design of developments. Not every building form or footprint can accommodate a peaked roof.</p>
<p>Has there been any consideration with the use of green roofs due to this development's environmental focus?</p>	<p>Depending on the type of building constructed, the structure may be able to accommodate green roofs. For instance, a concrete building would accommodate; however, a wooden structure would not be able to.</p>

QUESTIONS/COMMENTS REGARDING PEDESTRIAN/BICYCLE ACCESSIBILITY



QUESTION	RESPONSE
<p>I do not recall seeing a sidewalk or bike trail going south from Bowfort Road.</p>	<p>If you are referring to currently, there is a pathway on the east side of Canada Olympic Drive; however, it is presently covered with temporary scaffolding to protect pedestrians due to construction.</p>
<p>What is the state of bicycle and pedestrian access to and from the development, such as the Bowfort interchange and Sarcee?</p>	<p>The regional infrastructure is already built to provide access to and from the development area and several gravel pathways that connect to the storm pond and the open space, as requested by the City. The paths have already been built from the Bowfort interchange, along Canada Olympic Drive to Sarcee Trail. There is a pedestrian/bicycle trail underneath Sarcee Trail leading to the east.</p>



<p>Is the pedestrian overpass to Bowness threatened, or will it be built as planned?</p>	<p>The pedestrian overpass is not an issue that is being contemplated as part of the ASP amendment. There is a provision in the ASP that requires a cost sharing agreement when development in Block H occurs. Any construction of the pedestrian overpass is the City's responsibility and is subject to their budget deliberations.</p>
<p>Are you saying there is a sidewalk at the buildings' base, to the East of Bowfort road?</p>	<p>Yes, that is correct. It is currently covered by temporary scaffolding to protect from potential debris from the ongoing construction, but there is a pathway for pedestrian/bicycle use.</p>
<p>What about a crossing for TransCanada?</p>	<p>The pathway is located on the east side of the City-built infrastructure. Pedestrians can cross into the services area utilizing the interchange – using the buttons and signals to ensure safe passage.</p>
<p>How far south does this pathway go?</p>	<p>The pathway is on Na'a Drive and continues along Piita Rise to a parking lot, where there is now access to the slopes.</p> <p>The parking lot accommodates approximately 20 cars, allowing the public to access the adjacent open space; this was a requirement in the initial 2014 ASP application. The parking lot was completed in the fall of 2020; however, there is still street parking.</p>
<p>I wanted to clarify the previous question. I have seen it and can confirm that the parking lot is there and available for public use.</p>	<p>Thank you.</p>
<p>We realize that the pedestrian overpass is not part of this ASP but is a condition of the existing DP for H1 and H2. However, this pedestrian connectivity is crucial for the WSCR community and the Calgary community at large. Please confirm for Calgarians that Trinity will contribute up to \$3M towards this pedestrian overpass as per the ASP requirement.</p>	<p>The pedestrian overpass is not an issue that is being contemplated as part of the ASP amendment. There is a provision in the ASP that requires a cost sharing agreement when development in Block H occurs. Any construction of the pedestrian overpass is the City's responsibility and is subject to their budget deliberations.</p>

QUESTIONS/COMMENTS REGARDING AREA SERVICING



QUESTION	RESPONSE
<p>What is the overall stormwater management plan for the site?</p>	<p>The proposed amendments do not affect the existing stormwater and master drainage plans currently in place from 2015. The existing drainage corridors function as the stormwater management facilities for this development and happen between all of these major blocks. As well, the Sarcee interchange has facilities to manage the stormwater from this site. The changes proposed to the ASP do not impact the water capacities within the development.</p>



<p>If you are looking at reducing structured parking, increasing surface parking lots, will this affect the stormwater values?</p>	<p>We are not reducing the structured parking percentages; we are just proposing further flexibility in the ASP to allow for appropriate parking percentages per development area. In this case, we allow for a significant hard surface in this development, but this will not impact the area's water capacity.</p>
<p>Is the pedestrian overpass to Bowness threatened, or will it be built as planned?</p>	<p>The pedestrian overpass is not an issue that is being contemplated as part of the ASP amendment. There is a provision in the ASP that requires a cost sharing agreement when development in Block H occurs. Any construction of the pedestrian overpass is the City's responsibility and is subject to their budget deliberations.</p>
<p>Are you saying there is a sidewalk at the buildings' base, to the East of Bowfort road?</p>	<p>Yes, that is correct. It is currently covered by temporary scaffolding to protect from potential debris from the ongoing construction, but there is a pathway for pedestrian/bicycle use.</p>



QUESTIONS/COMMENTS REGARDING COMMUNITY AMENITIES

QUESTION	RESPONSE
<p>The Gateway District is intended to provide a pleasant visitor experience that celebrates the themes of sports, competition, and winter; this concourse offers a protected environment to enhance the outdoor experience, even in the colder months. Other features include:</p>	<p>Our application is only removing the reference to theme in Gateway District's overall vision or purpose statement. The policy will remain the same. We will still incorporate the theme of sports, referencing the Blackfoot First Nations history of the area.</p> <p>Initially, Trinity had envisioned a hotel on one of the sites; however, it is difficult to secure a tenant for this space. The purpose statement is almost like a marketing statement. As a team, we do not think that a marketing statement should be included in an ASP. The City followed the vision of the initial architect consultant to develop this purpose statement.</p> <p>Overall, we are still envisioning a plaza, with opportunities for diverse commercial offerings, along with additional residential units, potentially a café, potentially an iconic tower, etc. We are not saying we do not want to develop a hotel or a movie theatre; we are looking for flexibility so that if these commercial offerings are not feasible, there is the option of moving ahead with residential development.</p>
<p>Why do the proposed amendments NOT apply to Cell J?</p>	<p>Cell J was, and still is, envisioned to be for townhouse development. We do not anticipate any of these ASP changes to impact that. These amendments will apply to Block J; however, there will not be a change to use envisioned.</p>



<p>Any idea where you would want to move prominent buildings to?</p>	<p>The intent is to have flexibility. In the current ASP phrasing, the movement of these prominent building locations requires the approval of Council. We are asking for more flexibility by Administration to determine building locations while ensuring the facilities will not interfere with view corridors. For example, we currently are not building a taller building in Block B. We are hoping that Administration would be allowed more flexibility in the decision-making process.</p>
<p>So, regarding cell L a prominent building could possibly be proposed for there?</p>	<p>Yes, that has always been the case.</p>
<p>Has your vision of the Gateway central plaza just changed, or do these amendments remove the plaza? If there is to be a plaza, would it be in Cell A or C?</p>	<p>The Gateway Central Plaza is currently proposed for Cell A. This ASP amendment is just removing the reference to it in the purpose statement. However, with additional residential units, there will likely be a need for a private plaza.</p>
<p>Was there a discussion about what stores are going into the commercial district?</p>	<p>Trinity is working to secure tenants to sign leases right now. However, as many are aware, Calgary's economy is making that difficult; and with the emergence of COVID-19, signing brick & mortar leases is becoming increasingly difficult. Trinity has already opened some of its offerings in the development, including Save On Foods, PetSmart, and Dollarama.</p>
<p>Regarding the Gateway District, the City had requested the project team integrate details regarding how the area is intended to "look and feel." The original intent was to have a strong connection between the District and COP by including some of the listed features in this area – so that the spirit and intent be included in this section.</p> <p>This was not just a marketing statement; it was to ensure the spirit and intent be prominent in the area, a development that is supposed to be and feel special, outlined in the Public Hearing.</p>	<p>The policy remains, specifically regarding public art, signage and other urban design elements of the Gateway District, reflecting the theme of sports, competition and winter.</p>
<p>The wording in the proposed ASP suggests that public art, signage, and other urban design elements are being removed. The purpose statement outlines the vision for Gateway District.</p>	<p>The purpose statement specific to the Gateway District is being amended, but not the policy. We are just simplifying the purpose statement.</p> <p>The policy remains that the development requires a pedestrian corridor connecting Gateway District to Canada Olympic Park. We will review the purpose statement in conjunction with the City's and revise if necessary.</p>
<p>Given the increase in residential units in Cell A, does the project team see a need for the Plaza?</p>	<p>With the proposal for additional residential units in Block A, there will likely be a need for a private plaza.</p>



<p>Regarding the Legacy Plaza, The ASP 5.1.1(3) mentions it will be in the WinSport Legacy Plaza Precinct, besides cell A, which is currently the WinSport parking lot. However, at the virtual meeting, it was stated that it would be in cell A. Is Trinity requesting a change of location?</p>	<p>Our proposed amendment does not impact any plazas planned for WinSport. We are only stating that Block A will likely have their own plaza in addition to any plazas planned on WinSport's land.</p>
<p>The Purpose Statement for the Gateway District was never viewed as just a Marketing theme by the City or the public. Key features such as a central plaza serving as a social and recreational gathering place; an iconic marquee tower to enhance the distinctive character of the district and promote wayfinding; and a grand promenade lined with rows of trees and flagpoles connecting the central plaza to Canada Olympic Park, were all intended to create a look and feel that was expected for the Gateway development in such a unique and special area.</p> <p>This has nothing to do with the hotels or movie theatres, so why is it being changed as it is just as relevant to residential development, the people who will live there and fostering a greater sense of pride and belonging - living in a development that has achieved a higher level of planning and design purpose?</p>	<p>Our application is solely removing specific details from the Gateway District's overall vision or purpose statement. The project team still envisions a plaza, with opportunities for diverse commercial offerings, along with additional residential units, potentially a café, potentially an iconic tower, etc. We are not saying we do not want to develop a hotel or a movie theatre; we are looking for flexibility so that if these commercial offerings are not feasible, there is the option of moving ahead with residential development.</p>
<p>The Gateway district's purpose was to connect the Trinity Hills development to COP; this was a vision that was "sold" to the public and Council. However, due to changes in the economy, this area is completely changing to residential.</p> <p>My concern is that you've removed this "vision" that the public had about this area, centered around bringing people together socially and recreationally to celebrate sports. How do you plan to capture this vision within the proposed changes in this district? Where else in the development do you plan to relocate this social gathering area initially presented?</p>	<p>Our application is solely removing specific details from the Gateway District's overall vision or purpose statement.. The policies will remain the same. We will still incorporate the theme of sports, or referencing the Blackfoot First Nations history of the area. It will still have a connection to Winsport where the road intersects Canada Olympic Drive.</p>



QUESTIONS/COMMENTS REGARDING CITY REVIEW/POLICY



QUESTION	RESPONSE
<p>The City issued a Detailed Team Review on Feb 12th with 35 requirements. Does Trinity agree to accept these requirements, and if not, what specific items does Trinity not accept. Will Trinity share the DTR with participants today to be better informed of the issues and concerns raised by the City? Will Trinity directly share their formal response to the City to the DTR requirements with participants?</p>	<p>We are conducting an internal review of the DTR comments and will review those in tandem with the comments and questions heard this evening. We will then meet with the City Administration to discuss their requirements.</p> <p>We have acknowledged a few elements that we will accept and put into play; however, there are a few that we would like to discuss further concerning some wording revisions previously proposed. At this point, we would prefer not to share the DTR comments, instead work through those comments with various departments within the City. Once we have worked through those and discussed potential changes and compromises, we will share the final revisions at that time.</p>
<p>When do you anticipate a response to be submitted?</p>	<p>We are currently working through the comments and hoping to finalize that in the coming weeks. At that point, we will go back to the City to discuss refinements to our submission.</p> <p>We will also likely meet with the City ahead of submitting our proposed revisions to ensure we understand the comments made, then provide a formal response and modify our proposal accordingly.</p>
<p>Will the DTR be available from the City?</p>	<p>The project team will work with the City about their comments and use those in combination with comments from other interested parties and the public to address the DTR's wording before proceeding to Calgary Planning Commission. Ahead of going to Calgary Planning Commission, we would make the submission public.</p>
<p>In the interest of openness, I think Trinity should share the issues that the City has raised. Specifically, the topics you have touched on this evening, including adaptive slope design, visibility and other issues in the amendment, such as visual design, surface parking, traffic access.</p>	<p>The application we have made is in the public domain, and the public is encouraged to share their comments with the City and the project team. The DTR comments are confidential between the City and the project team.</p> <p>We seek to provide greater clarity for the future development of this area; however, if we are unable to make the amendments we are proposing to the wording in the ASP, the current ASP wording will have to stay the same.</p> <p>The application with the proposed changes to the ASP is available on the project website.</p>



<p>Has your vision of the Gateway central plaza just changed, or do these amendments remove the plaza? If there is to be a plaza, would it be in Cell A or C?</p>	<p>The Gateway Central Plaza is currently proposed for Cell A. This ASP amendment is just removing the reference to it in the purpose statement. However, with additional residential units, there will likely be a need for a private plaza.</p>
<p>I fully support the PSPS submission made to the Planning Dept, which includes similar comments to the DTR.</p>	<p>No response required.</p>

QUESTIONS/COMMENTS REGARDING BLACKFOOT FIRST NATION ACKNOWLEDGMENT



QUESTION	RESPONSE
<p>We have not yet seen any nods to the Blackfoot first nation in this development. Will you be providing art, building names, or any indication this is a significant historical site?</p>	<p>Yes, there is acknowledgment of the Blackfoot First Nations in this development. As noted earlier, there will be statues throughout the site, in addition to signage referencing the historic nature of the site. The development will also have First Nations' references throughout, such as wall-based art and traditional Blackfoot street naming.</p> <p>The proposed ASP is proposing to remove the reference in the purpose statement; however, the policy remains and will guide the integration of First Nations' references in this development. Our primary focus is to display First Nations' art and references in the public, open spaces, including the proposed Plaza area.</p> <p>Additionally, the significant archaeological sites have been preserved in the open space throughout the development. Some of the most important sites, the oldest in this geographic region, are between Block C and Block E – dating back approximately 9,000 years. These are notable archaeological sites preserved throughout the development, with signage recognizing the site's historical references.</p>
<p>Will the Indigenous art be provided/created by local Indigenous artists? If not, will your team consider this?</p>	<p>We have a Blackfoot artist who created the town centre statue, with other art being considered for the Gateway District. Trinity has a very good working relationship with the artist.</p>



QUESTIONS/COMMENTS REGARDING WILDLIFE/ENVIRONMENTAL CONCERNS 	
QUESTION	RESPONSE
What provision has been made for wildlife crossing Na'a Drive as it traverses the coulees, or are you expecting the deer, coyotes, and smaller animals to cross the several lane roadways (plus bike lanes) safely?	Specific information regarding wildlife crossing infrastructure was addressed at the Outline Plan stage and approved by the City. The development includes corridors for animals, structured East to West on the upper portion of the slopes.
We understand you are proposing to convert some previously zoned commercial or retail spaces into residential zoning. Will this change present further impacts and entranceways into the natural area park that would not have been present for a retail & office space? Will it further reduce habitat for ground nesters?	There are no zoning changes proposed by this application. All land use districts allow both commercial and residential uses. The development cell boundaries are not changing, therefore there is no reduction in habitat for ground nesters. There will be no impact on entranceways into the natural areas as the areas impacted are located north of Na'a Drive and Canada Olympic drive, not adjacent to the natural areas.
I want to make sure there is a focus on keeping away from the slopes and protecting the wildlife corridors.	There are no changes to the development cell boundaries as previously approved by Calgary Planning Commission.

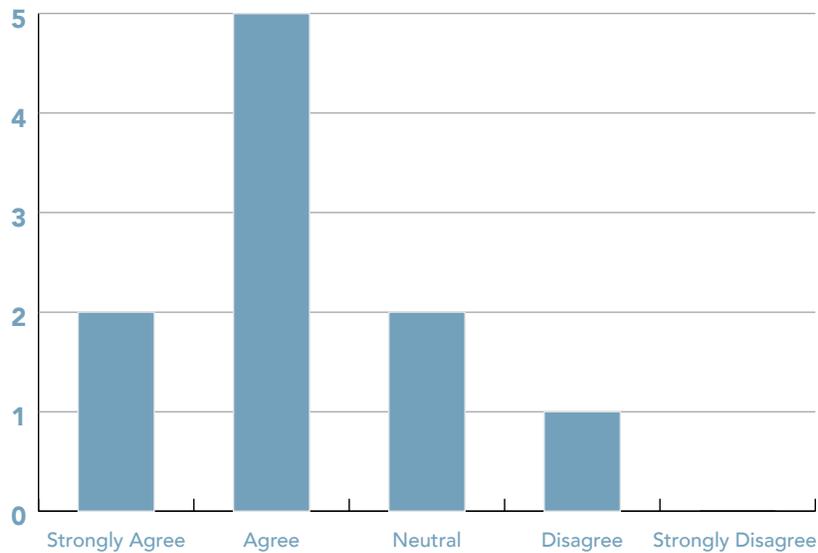
QUESTIONS/COMMENTS REGARDING ENGAGEMENT OPPORTUNITIES 	
QUESTION	RESPONSE
The timeline for engagement was somewhat contrived as it started when the first notice of the generalized intentions for amendments was sent out, but the actual proposed amendments were not available until the end of December or early January.	Our engagement timeline also includes our outreach and communications efforts related to our engagement program.



Evaluation

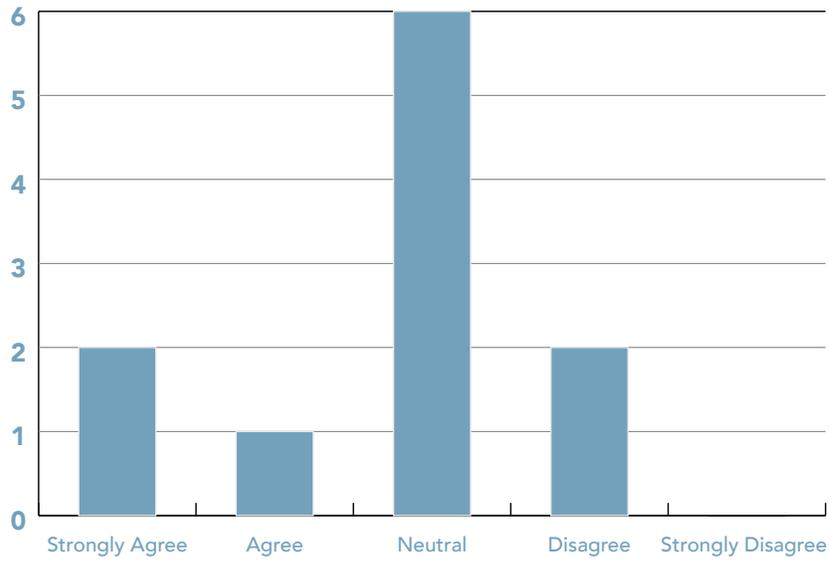
The following is a summary of the feedback provided by online survey participants related to the evaluation of the virtual open house.

The information provided in the virtual open house helped me understand the proposed amendments to the ASP.

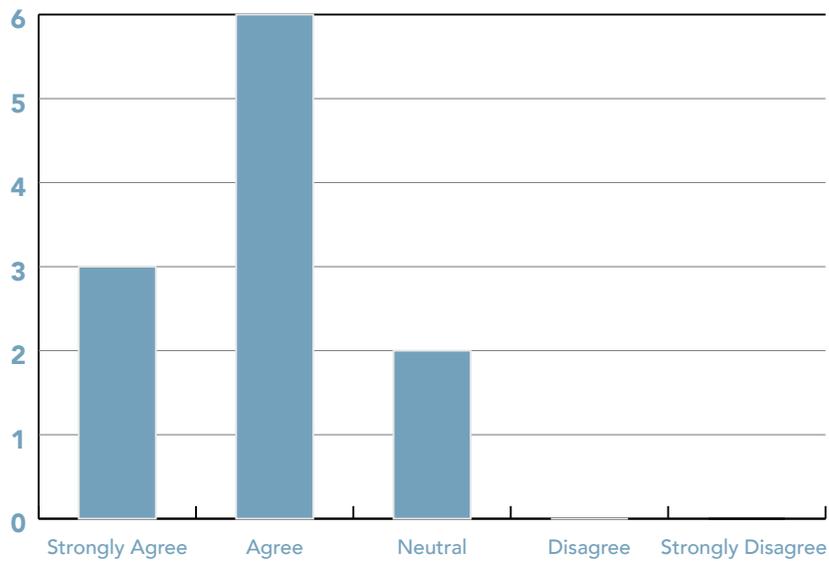




The information provided in the virtual open house met my expectations.



I was able to provide feedback and ask questions.





Next Steps

The project team is currently reviewing all feedback received through the virtual open house and online survey, as well as the comments provided by The City of Calgary.

Upon completing this review, the project team will make any necessary amendments to the plans prior to the City's approvals process. We are committed to ensuring the public has access to timely information regarding the project and will continue to share updates on www.trinityhills.ca

CONTACT INFORMATION

Cameron Wallace | cameronw@thecatalystgroup.ca
Grant Mihalcheon | gmihalcheon@bapg.ca

Appendix A

Virtual Open House Presentation
February 25, 2021



Canada Olympic Park and Adjacent Lands Area Structure Plan Amendment



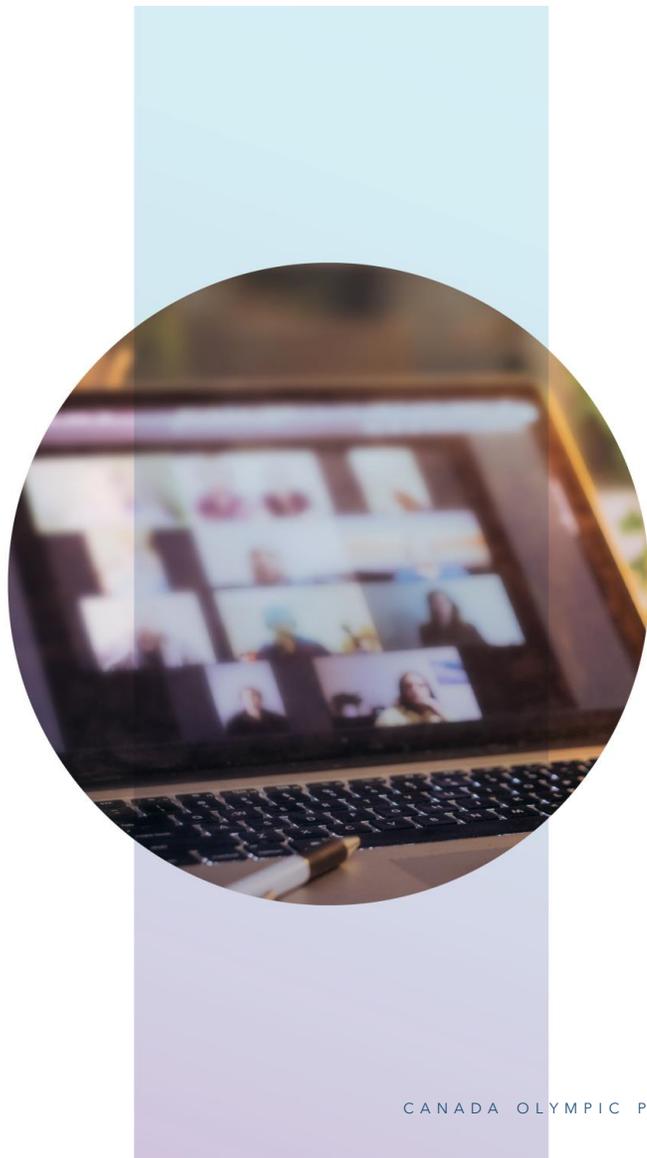
**Medicine Hill
Virtual Open House**
February 25, 2021

1

Meeting Format



1. How to Participate
2. Introductions
3. Purpose of the ASP Amendment
4. Area Impacted by Changes
5. What is Not Changing
6. Policy Amendments
7. Planning Process and Timeline
8. Q&A
9. Conclusion

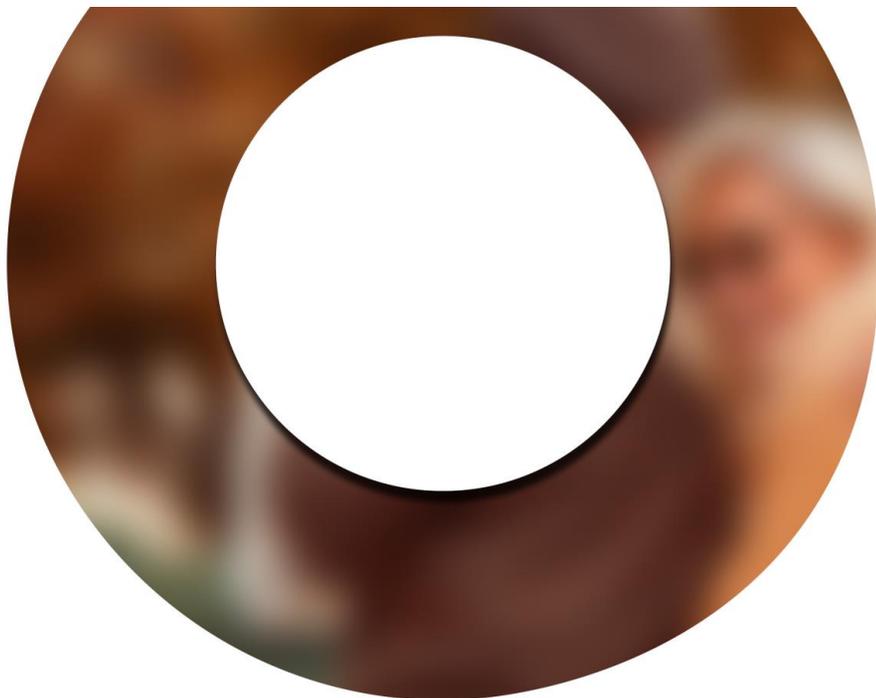


How to Participate

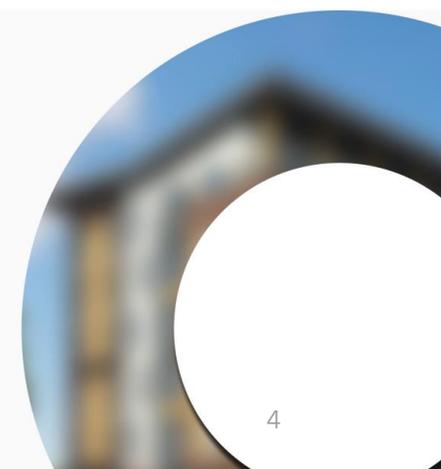
- Ask questions by typing into the chat function on your device or by raising your hand.
- Completing the on-line survey at the completion of the open house.
- “What we heard report” and FAQ will be posted on our website www.trinityhills.ca and shared with the City of Calgary.

Introductions

Thank you for joining us



- | | |
|-------------------------|--|
| Aly Premji | Trinity Development Group |
| Tamille Beynon | Senior Communications & Engagement Specialist, B&A Planning Group |
| Cameron Wallace | Community Outreach/Public Engagement, The Catalyst Group |
| Greg Brown | Senior Planning Advisor, B&A Planning Group |
| Grant Mihalcheon | Planner / Associate, B&A Planning Group (Planning Project Manager) |
| Jason Dunn | P.Eng / Associate, Bunt & Associates (Transportation) |
| Jeremy Nutma | Senior Technologist / Principal, Urban Systems (Engineering) |

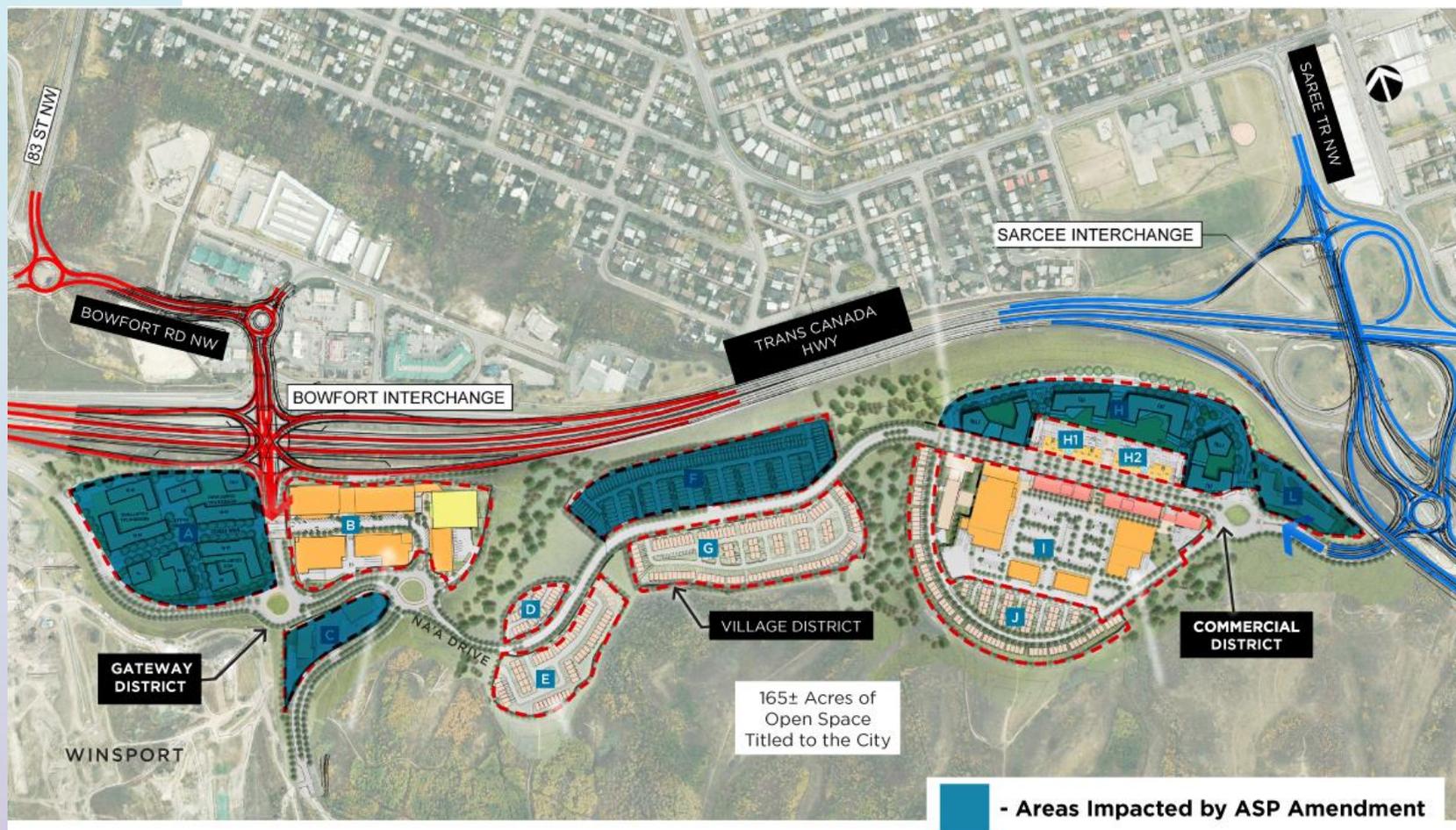


General Purpose of the ASP Amendment



- To address the changes in market conditions since 2014 that have reduced the demand for brick and mortar retail and office premises and increased demand for residential development at the Medicine Hill Site while maintaining the overall vision of a mixed-use urban development.
- To provide flexibility to facilitate continued innovative development.

Areas Primarily Impacted by Changes



What Is Not Changing



- Open space policies or boundaries. The open space land has already been dedicated to the City;
- The interchange traffic capacity. Traffic will not exceed the capacity of the new interchanges at Bowfort Road and Sarcee Trail;
- The incorporation of retail and residential uses along pedestrian friendly streets;
- The location of the main spine public road (Na'a Drive) and predominant use of underground/structured parking; and
- The urban nature of the development and high quality of development design.

Policy Amendments

60% of land is developed, under construction or has approved Development Permits. The proposed refinements will essentially impact the remaining 40% of land.

Guideline Interpretation

Changes are proposed to allow ASP appendix guidelines to be applied in a more flexible manner.

Vision

Proposed wording changes recognize the challenge of attracting certain uses. Although various uses are still being pursued, the ability to secure cinema or office development have proven difficult due to economic factors.



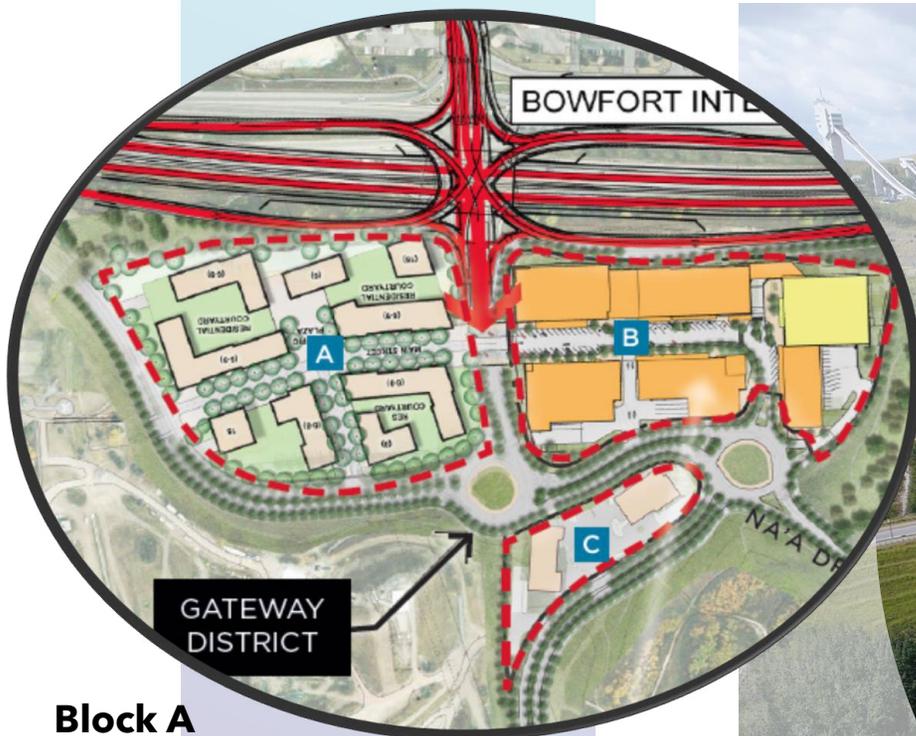


Block I Seniors Apartment
Permits Approved



Block E Townhomes
Permit Approved
Under Construction

Gateway District



Block A
Proposed to be
predominantly residential
rather than predominantly
commercial

Block B
Under Construction

CANADA OLYMPIC PARK AND ADJACENT LANDS

GREEN HOUSE 10

Gateway District Renderings



Block B
Under Construction



Gateway District

Changes to allow:

- Predominantly residential with opportunity for commercial in Block A;
- Both residential and commercial uses on the pedestrian oriented main street;
- Mixed-use development not just mixed-use buildings;
- Flexibility to allow for stand-alone multi-residential buildings along the street;
- Allows for office uses to occupy greater than 465 m² (5,005 ft²); and
- Less specific structured parking requirements but still a dominance of structured parking.



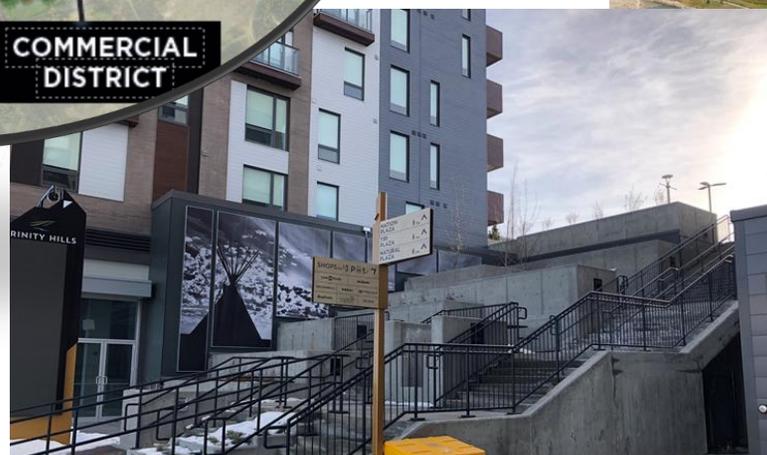
CANADA OLYMPIC PARK AND ADJACENT LANDS AREA STRUCTURE PLAN AMENDMENT WEBINAR OPEN HOUSE 12

Commercial District



COMMERCIAL DISTRICT

Block I
As Built



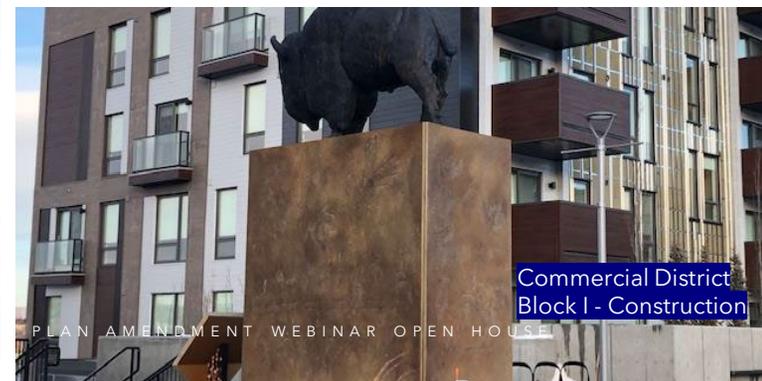
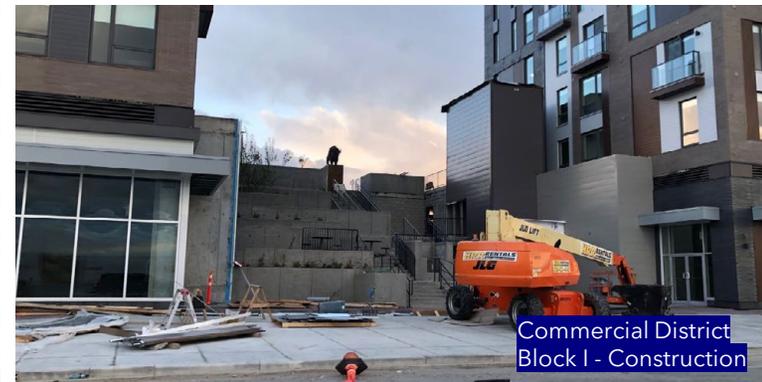
Commercial District



Block H
Recently
Approved



Block I
Built



Commercial District

Changes to allow:

- Flexibility to attract tenants and to allow for commercial and limited residential uses along the Main Street;
- Uses such as minor auto sales (ie. Tesla) or car sharing outlet along the main street;
- Mixed-use development not just mixed-use buildings;
- Flexibility for stand-alone multi-residential buildings along the street;
- Office uses to occupy greater than 465 m² (5,005 ft²); and
- Structured parking to be encouraged and evaluated by Planning on a receipt of an application.

CANADA OLYMPIC PARK AND ADJACENT LANDS AREA STRUCTURE PLAN AMENDMENT WEBINAR OPEN HOUSE 16



Use Density Tables

Currently the ASP prescribes the following density with min and max for each block. Block C allows two towers but only 130 units which is unrealistic. None of the following densities would be developed based on current market.

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

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

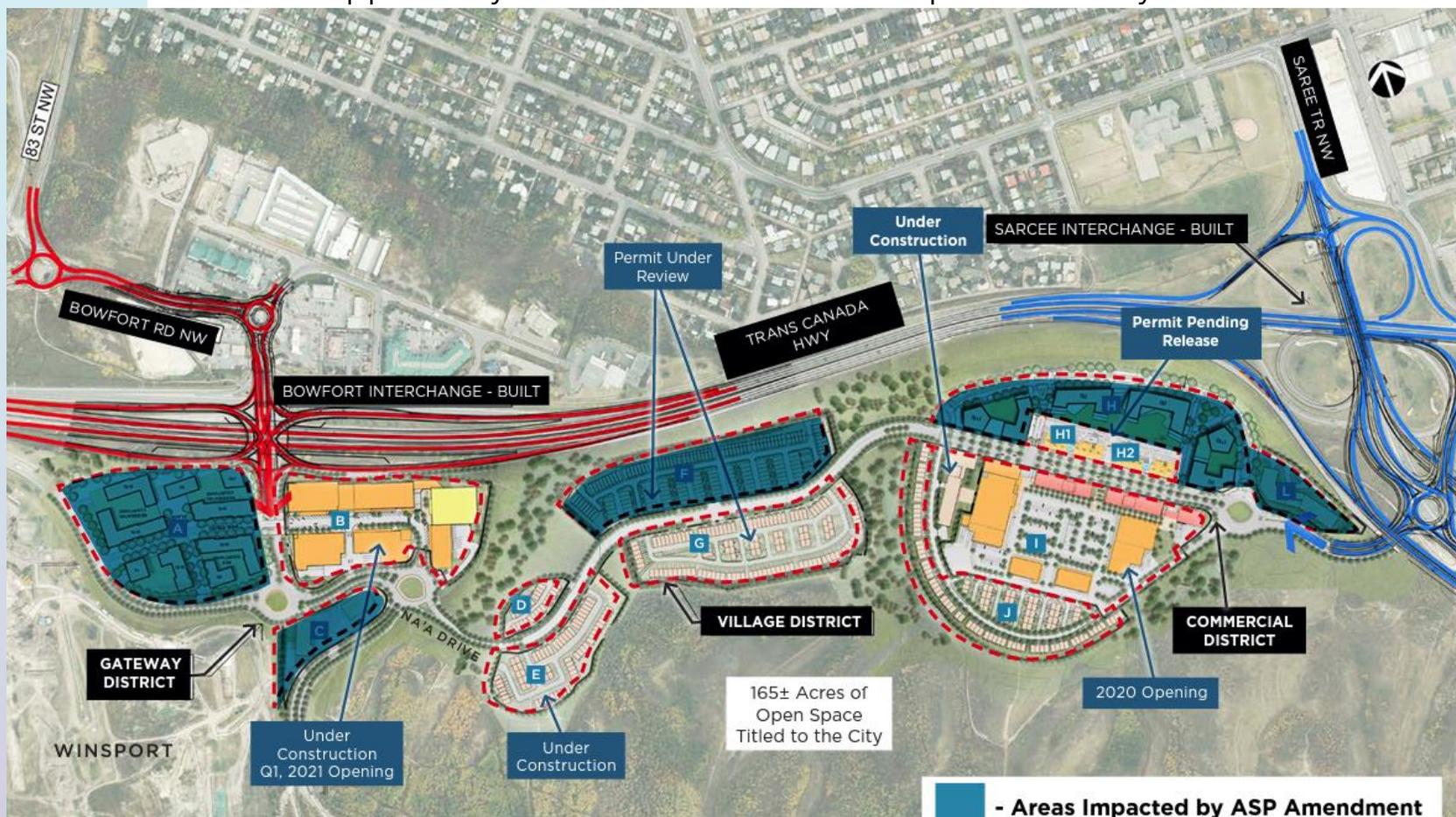
Commercial District: Minimum and Maximum Use by Block				
Block	Block Area	General Use	Minimum Use Requirement	Maximum Use Allowed
H	4.40 ha	Retail	13,200 m ²	
		Office	4,650 m ²	
		Residential	264 units	
I	5.00 ha	Retail	13,000 m ²	
		Office	-	
		Residential	-	
J	2.58 ha	Residential	80 units	
L	0.76 ha	Retail	2,000 m ²	
		Office	-	
		Residential	-	
Total	12.74 ha	Retail	28,200 m ²	37,200 m ²
		Office	4,650 m ²	9,300 m ²
		Residential	344 units	435 units

Section 8.4 of Existing ASP

These figures are unnecessarily prescriptive in 2021

The purpose of the table was to achieve a mix of uses which has already been achieved

Block A, remainder of Block H and Block L to be predominantly residential with an opportunity for commercial rather than predominantly commercial



Use Density

Changes to allow:

- Density tables to be removed so that mix of uses can fluctuate amongst blocks more easily according to market opportunity;
- Density to be limited by capacity of the road network and municipal infrastructure as set out in the new transportation and sanitary studies;
- Each new development to be considered relative to new transportation and sanitary studies.



ASP Appendix A: Design Guideline Amendments / Slope Stability

The Village Blocks D,E,F,G



Changes to allow:

- City discretion in relation to retaining walls, building stepping and roof lines;
- Clarification that trails within the environmental reserve parcels require a Biophysical Impact Assessment, not for pathways within each development block;
- Specific slope adaptive analysis reports at the outline plan or stripping and grading stage not at the land use or development permit stage; and
- Wildlife corridor and environmental standards report necessary at the outline plan stage and not at the development permit stage after land has been graded.

Visual Compatibility & Built Form

Changes to allow:

- Variation in setbacks, orientation and grades to specifically mitigate negative visual impact to highly visible developments next to the Trans-Canada Highway.
- Pitched roofs to be encouraged, not mandatory, to allow for variety and creativity in design.
- Signature or landmark elements, distinctive penthouse or roof treatments be encouraged not mandatory.

Continued..



Gateway District
Block B

Visual Compatibility & Built Form

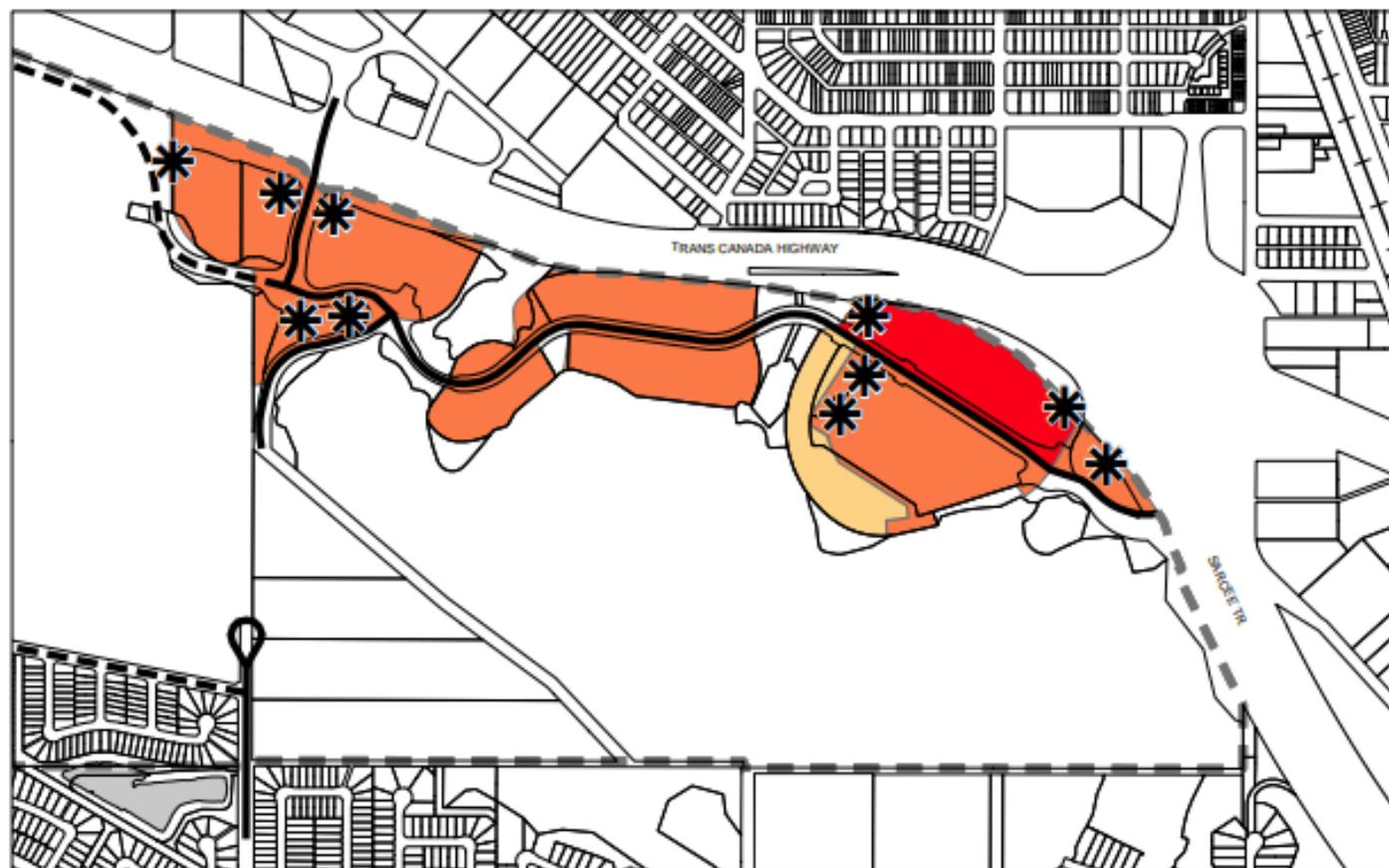


Changes to allow:

- Central lobbies for apartments be allowed to access main streets.
- Flexibility in retail frontage width to attract a greater variety of retailers and offices.
- Building setbacks above the sixth storey instead of fourth.
- Guidelines be applied with discretion rather than with the rigidity of policy.

The location of prominent buildings should have a greater level of flexibility to allow shift in locations at the discretion of Administration while still ensuring viewsheds through the development.

No increase in total number or maximum height of prominent buildings is proposed.



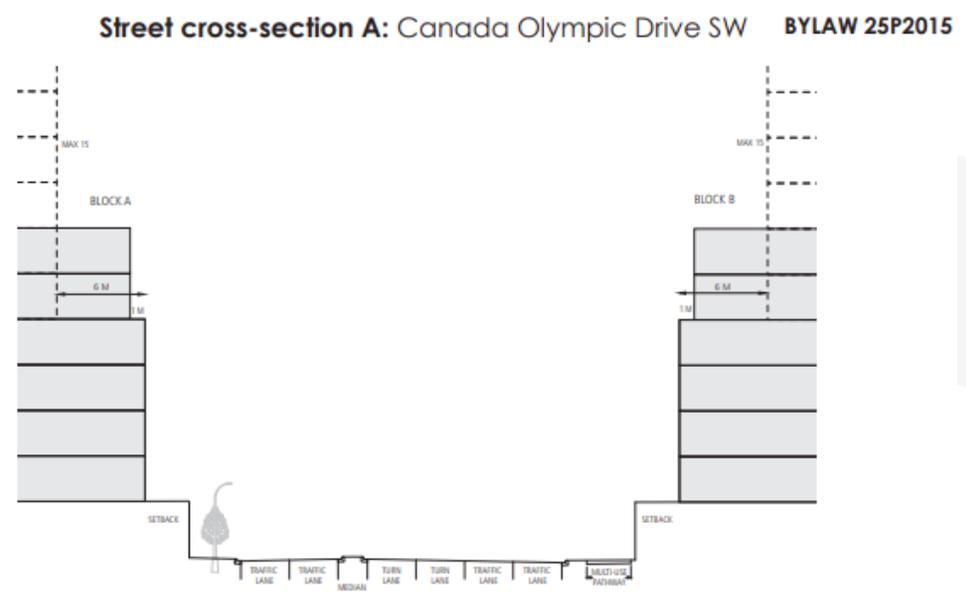
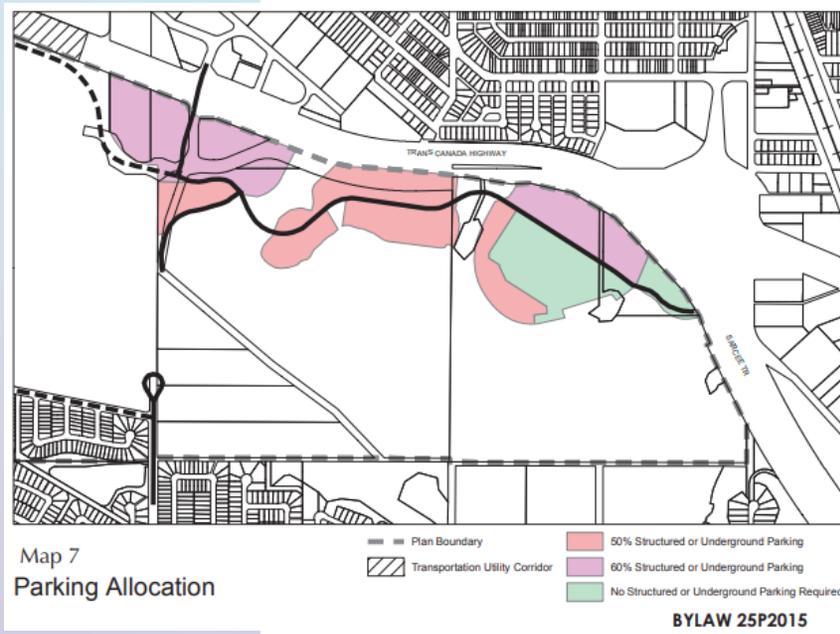
Map 6
Building Height

- Plan Boundary
 - Transportation Utility Corridor
 - Prominent Height Allowance Site
up to 15 Stories, one at 22 Stories
 - Low Profile Height Allowance Zone - 3 Stories
 - Contextual Height Allowance Zone - 6 Stories
 - Mid Range Height Allowance Zone - 8 Stories
- BYLAW 19P2019**

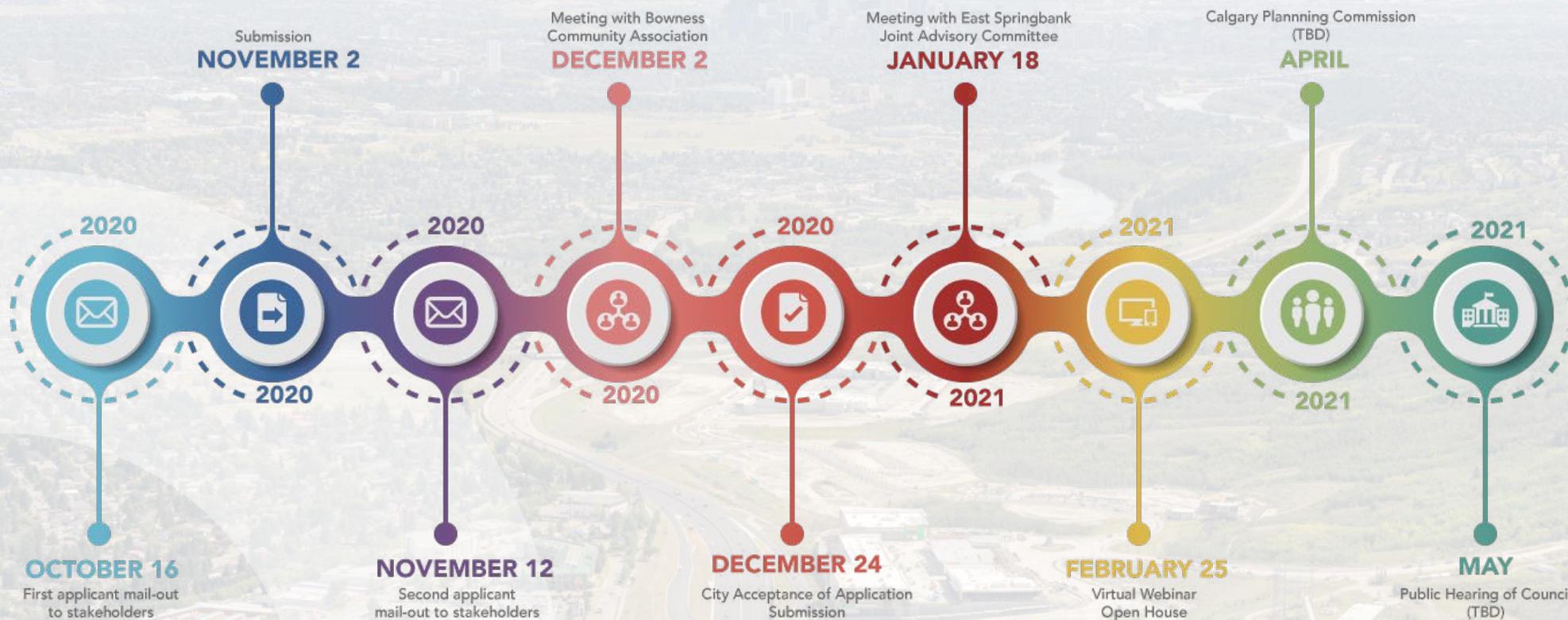
Parking and Street Cross-Sections

Changes to allow:

- Flexibility as it applies to structured parking percentages but still dominance of structured parking.
- Removal of street cross-sections as roads are already constructed.



Planning Timeline



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Please ask us your questions or comments by:



- Typing into the chat function on your device; or
- “Raising your hand” to indicate you would like to speak.

Conclusion

**Thank you for
participating**



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