

# Background and Planning Evaluation

## Background and Site Context

The proposed development is located in the southwest community of Medicine Hill, south of the Trans-Canada Highway, east of Canada Olympic Park and is accessed via Na'a Drive SW to the north. The subject site has an irregular shape and is approximately 2.63 hectares in size, measuring approximately 310 metres wide by up to 90 metres deep. The site is currently rough graded and undeveloped.

Surrounding development is mainly characterized by a mix of developing multi-residential, commercial, and mixed-use areas. In the area east of Canada Olympic Park, there are three development areas at the base of the slope divided by ravines. To the west of the subject site is the Gateway District and to the east is the Commercial District. Both of those districts are primarily comprised of commercial and mixed-use developments.

The subject site is within the Village District located between the Gateway and Commercial Districts and is intended to accommodate neighbourhood development that includes a mix of grade-oriented multi-residential forms. Across Na'a Drive SW to the north is another development site comprised of two approved and two proposed multi-residential buildings. To the south is the Paskapoo Slopes, which is culturally significant to the First Nations and contains a number of archeological sites. The applicant has provided a Context Site Plan, shown below, that indicates the location of the site in relation to the other areas described.

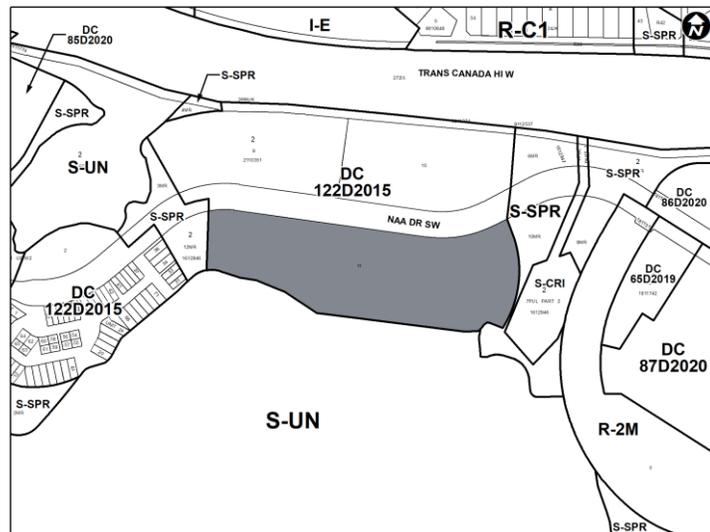
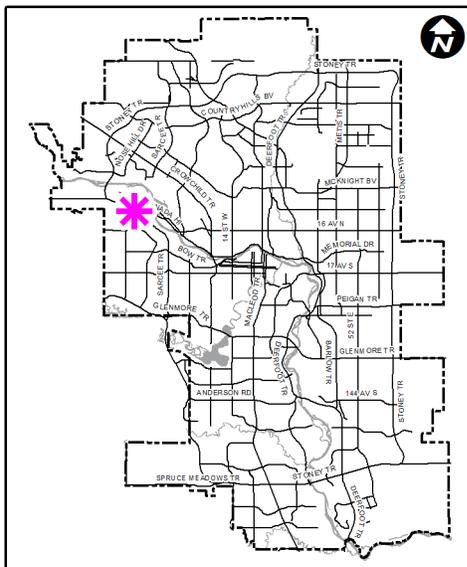


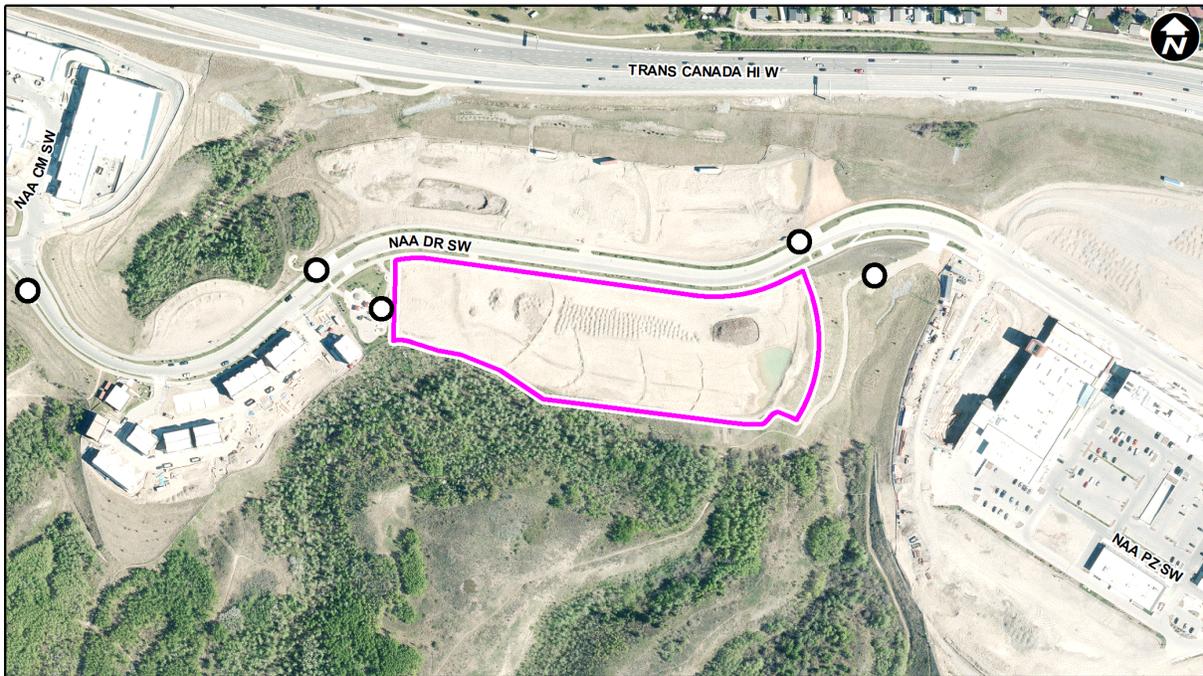
- |                             |                                       |                         |
|-----------------------------|---------------------------------------|-------------------------|
| 1. Block A - Shopping       | 7. Condominium Plan - Phase 2         | 13. Olympian Liquor     |
| 2. Block B - Shopping       | 8. Condominium Plan - Phase 1         | 14. Sleep Country       |
| 3. Mountain Equipment Co-op | 9. Block G - Townhomes (Project Site) | 15. Petsmart            |
| 4. Goodlife Fitness         | 10. Block H - Shopping                | 16. Dollarama           |
| 5. Block D - Townhomes      | 11. Block I - Shopping                | 17. Bowfort Interchange |
| 6. Block E - Townhomes      | 12. Save On Foods                     | 18. Sarcee Interchange  |

## Community Peak Population Table

As of the 2019 City of Calgary Civic Census, there is no population data for the subject area as this is a new residential area.

## Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The subject site is designated as a Direct Control (DC) District (Bylaw [122D2015](#)) which was approved by Council on 2015 July 27. The DC District references the Multi-Residential – Medium Profile Support Commercial (M-X2) District and limits the height of multi-residential buildings to 21 metres (six storeys) with no limits on floor area ratio.

### Development and Site Design

This application proposes 29 townhome-style, multi-residential, low-rise buildings. Though a limited range of support commercial uses are allowed in the DC District, the proposal does not include any due to the proximity of commercial and mixed-use areas to the west and east. Key aspects of the development are described below.

### Site and Building Design

The 29 proposed residential buildings are all three storeys in height (approximately 10 metres tall at the eaves and 12 metres at the roof peak) and comprise 133 dwelling units. The northern buildings are placed on the site in a manner that allows for the largest number of at-grade units to be oriented onto Na'a Drive to achieve the policy intent in the *Canada Olympic Park and Adjacent Lands Area Structure Plan (ASP)*. Combined, the buildings contain 100 three-bedroom units, with the rest having two-bedrooms. This provides a diverse range of housing options within the multi-residential form within the context of the Village District.

The colour palette used for the development includes white, greys and black, with a scheme that articulates the façade and emphasizes building features such as the primary building entrances.

### ***Public Realm and Outdoor Amenity Spaces***

To enhance and activate the public realm, individual at-grade unit entrances with direct connections to the public sidewalk are provided along Na'a Drive SW. These entrances will allow the building's users to enter and exit at multiple points along the street. The proposed design keeps the grade difference between the public sidewalk and the individual unit entrances facing Na'a Drive SW to under one metre. Private outdoor amenity space is also provided for all units which will serve to activate Na'a Drive SW and provide a connection to the public realm. The site's main vehicular entrances are located at the north side, near the west and east ends of the site.

Common amenity areas for the residents will be provided between the buildings. Private amenity areas are also provided for individual residential units, having either at-grade patios or balconies. In addition, the Paskapoo Slopes and Canada Olympic Park are nearby and provide regional-level amenity for residents.

The site is bounded by existing parks and open space. To the west of the site, a playground with pathways and covered seating areas has been constructed. East of the site is a naturalized stormwater pond with trails that lead to existing trails within the Paskapoo Slopes Natural Area that is south of the site. Due to grade challenges, direct connections from the site to parks and open space areas are primarily through the asphalt sidewalk along Na'a Drive SW.

### ***Landscaping***

Public and private landscaping has been proposed in a way that will soften the edges of the site and provide visual interest at the interior of the site using greenery and public amenities. Street trees along Na'a Drive SW are proposed to be retained and the only gaps will be for entrances and utilities. To the north along Na'a Drive SW, trees and shrubs are proposed on the edge of the site to complement the street trees. Facing the natural area to the south, there is a short (1.2 metre) retaining wall with a fence above. Overall, the proposed landscaping elements complement the built form and contribute positively to site design.

### ***Historical Significance***

The land has significant archeological history as the Paskapoo Slopes are known to contain First Nations artifacts of Blackfoot origin. There is a former buffalo kill site of Provincial significance in the vicinity, one of the largest in the Calgary area. In alignment with updated ASP policies and the approved outline plan in 2015, Indigenous Elders have been engaged in the design of numerous sites in Medicine Hill. This is reflected in the site design, public art and landscaping of developments that are currently built and being completed in the Medicine Hill community.

### ***Urban Design Review Panel (UDRP)***

The applicant presented the proposed development permit to UDRP on 2021 July 21. The UDRP endorsed the proposal and provided comments which suggested providing further active frontage along Na'a Drive SW, engaging the surrounding greenspaces and having more purposeful landscaping. The UDRP comments are included in Attachment 5. Administration worked with the applicant to revise the development permit drawings in response to both UDRP and City Wide Urban Design comments. The applicant made changes to the proposed

development, including reducing drive aisle space by reorienting buildings and increasing landscaping. Other changes were made to improve the interface with Na'a Drive SW.

### **Transportation**

The Medicine Hill community is accessed via the Bowfort Road interchange off the Trans-Canada Highway to the west of the site, and from Sarcee Trail to the east of the site. Direct vehicular access to the subject site is available at the northwest and northeast portions of the site, with two driveway connections to Na'a Drive SW. Parking is provided in private garages, and at specified surface locations within the site for visitors of the development.

Transit service is provided along Na'a Drive SW, with an existing bus stop (Route 408 – Valley Ridge) located approximately 60 metres (one-minute walk) to the west, with a future stop located at the east side of the site, approximately 50 metres (one-minute walk) to the east. Pedestrian connectivity is provided along an existing multi-use pathway along Na'a Drive SW. Direct pedestrian connection to the pathway is provided from Buildings 12, 13, 14, 26, 27, 28 and 29, as well as sidewalks along the site driveways that connect to internal pedestrian walkways within the site. The multi-use pathway along Na'a Drive SW provides cyclist access to adjacent uses within the Medicine Hill area, as well as connectivity to the greater pathway network to the north via the Bowfort Road interchange.

### **Environmental Site Considerations**

There are no environmental concerns to note.

### **Utilities and Servicing**

Public water, sanitary, and storm sewer mains exist in the adjacent public rights-of-way and have sufficient capacity to support this development.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

The recommendation by Administration in this report has considered, and is aligned with, the policy direction of the [South Saskatchewan Regional Plan](#) which directs population growth in the region to cities and towns, and promotes the efficient use of land.

### **Interim Growth Plan (2018)**

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed development builds on the principles of the IGP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

### **Municipal Development Plan (Statutory – 2009)**

Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP) identifies the subject site as being within the Developing Residential Area, and is referenced as a Planned Greenfield Community with Area Structure Plan. The MDP supports the development of complete and diverse neighbourhoods which provide a range of housing choices including a mix of built forms and ownership tenures. The mix of housing types can include single detached, duplexes, rowhouses, attached housing, accessory dwelling units and secondary suites, medium and higher density, and mixed-use residential developments. This application proposes a low to medium-density housing type, which aligns with the intent of the MDP.

**Climate Resilience Strategy (2018)**

Administration has reviewed this application in relation to the objectives of the [Climate Resilience Strategy](#) programs and actions. The applicant has not proposed any design features relevant to the Strategy.

**Canada Olympic Park and Adjacent Lands Area Structure Plan (Statutory 2005)**

The [Canada Olympic Park and Adjacent Lands Area Structure Plan](#) (ASP) describes the importance of developing the area north of the Paskapoo Slopes in a thoughtful manner due to the natural and historic significance of the area. The subject site is located in the Village District, a residential area centred between the more commercially focused Gateway and Town Centre Districts. The Village District is an important connection to support the development of this area.

The ASP requires that buildings in the Village District be designed to enhance the public realm with ground-floor residential and commercial units along the Residential Main Street, providing individual, direct entryways to the sidewalk. Due to the significant slope challenges across the width of the site, the proposal meets the policy with entrances to the ground floor units are located within one metre of elevation from the adjacent public sidewalk. The edges of the site are also well landscaped and naturalize the public realm.

The composition and density of the proposed development aligns with the ASP. The proposed development is exclusively townhome style, multi-residential buildings with associated amenities. Density is regulated on a wider basis beyond the subject site. There is a combined density maximum for all of the Village District of 1,664 units (ASP Section 8.4). The 133 units proposed by this application is less than the maximum allowed for the area and will allow other areas to develop to their full potential.

The proposed development is supported by ASP policy.

**Land Use Bylaw 1P2007 and DC District (Bylaw 122D2015)**

Administration highlights the following relaxations to the Land Use Bylaw 1P2007 in the table below. Administration has reviewed each relaxation individually and considers each relaxation to be acceptable for the reasons outlined in the table below.

<b>Bylaw Relaxations</b>		
<b>Regulation</b>	<b>Standard</b>	<b>Provided</b>
557 Amenity Space	(8) Private amenity space must: (b) have no minimum dimensions of less than 2.0m	Plans indicate 2 balconies as being 1.94 (-0.06) and 1.95m (-0.05m). <i>Administration supports this as a minor relaxation.</i>
565 Driveway Length and Parking Areas	(2) A driveway connecting to a street must: (a) be a min. of 6.0m in length, when measured along the intended direction of travel for vehicles from the back of the public sidewalk or curb;	Plans indicate all driveways as being less than 6.0m in length. Note: Average driveway length is 2.00m (-4.00m) <i>Administration supports this relaxation because the interior drive aisles will have low speeds, ensuring safety.</i>

<p>551 Specific Rules for Landscaped Areas</p>	<p>(2) Unless otherwise referenced in section 553, a minimum of 40.0% of the area of a parcel must be a landscaped area.</p>	<p>Plans indicate the landscaped area as being 29.54% (-10.46%) or 8850.51m<sup>2</sup> (-3135.09m<sup>2</sup>).</p> <p><i>Administration supports this relaxation because there are large adjacent open spaces to complement the landscaping provided on site.</i></p>
<p>686 Landscaping</p>	<p>At least 80.0 per cent of the required landscaped area must be provided at grade.</p>	<p>Plans indicate the landscaped area as being 73.84% (-6.16%) or 8850.51m<sup>2</sup> (-737.97m<sup>2</sup>).</p> <p><i>Administration supports this relaxation because there are large adjacent open spaces to complement the landscaping provided on site.</i></p>
<p>122 Standards for Motor Vehicle Parking Stalls</p>	<p>(7) The minimum width of a motor vehicle parking stall for Multi-Residential Development, Multi-Residential Development - Minor a Townhouse or a Rowhouse provided for the exclusive use of a Dwelling Unit is reduced to 2.6m</p>	<p>Plans indicate 4 attached garage stalls as being less than 2.60m in width.</p> <p><i>Administration supports this as a minor relaxation.</i></p>
<p><b>Direct Control 122D2015 Bylaw Relaxations</b></p>		
<p>None Noted</p>		