

Applicant Submission

May 17, 2022

RE: Trinity Hills Block G Development
1453 Na'a Drive SW
DC/MX-2 Multi-Residential Land Use (1P2007)

Please accept the following design rationale for the proposed development re-submission application file: DP2021-8057

Following a previous submission and hearing for this proposed development, follow-up UDRP review and process with the Planning Department and Citywide Urban Design Review, our design approach for this development aimed to address both our developer's experience as it pertains to the progress of construction and sales at Block E, and to address past submission items of concerns raised through the contrast of the proposed development with that of the Municipal Development Plan and the Canada Olympic Park and Adjacent Lands Area Structure Plan with that of the previous submission.

Prior to resubmission, careful consideration was needed to also address the market's feedback and interest in the area. With great proximity to retail and active shopping areas, as well as recreation and supporting facilities, but most importantly the lack of proximity to schools and other family oriented infrastructure, posed limitations on attracting a variety of purchaser types.

Young professionals, new families, empty nesters and retirees have been to date the purchasers of the adjacent housing development at Trinity Hills with limited interests from families with children.

Nonetheless, part of the resubmission was to provide an easier access to market but favouring more accessible sized units mixed with single storey and larger 3-bedroom units. Units were placed on site strategically according to their size to complement an affordability strategy that would marry with the site. Units are larger along the Paskapoo Slopes and smaller and more affordable on main roads or internal amenity spaces.

The re-evaluation of density and unit type mix was critical in refashioning a site plan that would be accepted by the market and The City of Calgary.

Our consideration of the site and our client's goals of increased density and marketability as part of this resubmission was the first step. Secondly, using the Direct Control Land use (MX-2) we worked to achieve a block layout / lane network that promoted an inclusive internal main car circulation while promoting strong outer and inner pedestrian connectivity. Thirdly, capitalizing on the view sheds toward the northeast was increased possible because of the steep slope of the site.

Said connectivity of circulation and view sheds are achieved through shared green urban landscapes encapsulated by an internal road that connects back to Na'a drive the community spine. While our larger units flank the perimeter of the site and have direct access to the natural setting of the Paskapoo Slopes, all smaller housing typologies are set against and face green spaces.

Two major factors bind and compliment our site, the proximity to Na'a Drive to the north and the natural setting of MR to the south. Larger park side units are designed to have balconies and patios with a direct connection to the slopes. Mid-size units are designed to be "wide" enabling them to flank Na'a, with a prominent principal entrance, walkways and summer patios extending to and connecting to Na'a. To further mitigate the vehicular nature of Na'a, each unit is inhabited at a piano nobile level, an elevated living area with a large balcony adjacent to the kitchen and living room, reposed from the traffic of Na'a

drive. Each block through the development creates a rhythm of homes and yards that activate the Na'a corridor.

Finally, our development also proposes a main key internal park space that connects via a plaza space that uses the planned Na'a Drive pedestrian crosswalk. This central green space further connects to the south of our site and other varied green amenities urban and personal in type and scale. The site is naturally part of the larger landscape with very steep grades and some rough terrain. There are some natural footpaths that pedestrians have created over time that can be accessed adjacent to our site.

The planning of the lanes and location of specific units is very important. Design consideration prioritizes our unit type layout to be a gradient throughout the site. It is our opinion that all the units in this proposal have a desirable site condition and will provide something for any future homeowner.

The planning behind the unit type has been something that the ownership has needed to adjust since the development of Block E and its construction. As previously mentioned, Trinity Hills appears to cater to a very specific demographic typology. Therefore, floor plans have been fashioned so that every unit has the possibility of either being a 3 bedroom for families or be configured, within the same footprint and elevation to have office spaces and doubled principal bedrooms. A double car garage as well as an at grade entrance foyer is provided to every unit. This functional adaptability will allow the developer to attempt to attract families with children while catering to the current parties showing interest - professionals', down sizers' or retirees' needs.

Our approach to the architectural design has been to create rhythmic design, townhouses that are better when composed in a block, while also providing a variety of model types. Within block types, textures materials and details are varied and paired to create visual interest. The elevations work within a theme so that the community cell feels cohesive.

The orientation of our floor plans for most of the units create a wide park and road facing unit. This provides us with the opportunity to get bright welcoming well lit interior spaces as well as connect the residents back to their neighborhood while in their dwellings. This significantly increases the amount of glazing and balcony areas and avoids typical narrow solutions.

Many of these public realm elements were refined through key critical reviews by the City Wide Urban Review team. Although we feel we successfully navigated a unit typology and architecture to get functional / flexible unit types, CWUR must be credited with regards to the inner workings of the site plan, especially as it pertains to the units facing green amenity spaces having high sun exposure and seasonal climate variations. We refer to these spaces as the green "muses", CWUR provided a re-thinking of the street and block orientation to provide a more permeable, fine grained and functional network of street, lanes and pedestrian connections which in turn gave every unit a distinct address and amenity within the site.

Please receive the enclosed transmittal with planning analysis rationale to accompany our application. We hope our reasoning and amendments to prior submissions for this site satisfy the planning team, we will stand by for further review / approval of our application.

If you need any additional documentation or further explanation, please contact me so that I can provide you with additional clarification.

Sincerely,

Richard Davignon, Principal
Architect, AAA, OAA, AIBC, SAA
DAVIGNON MARTIN ARCHITECTURE