

Background and Planning Evaluation

Background and Site Context

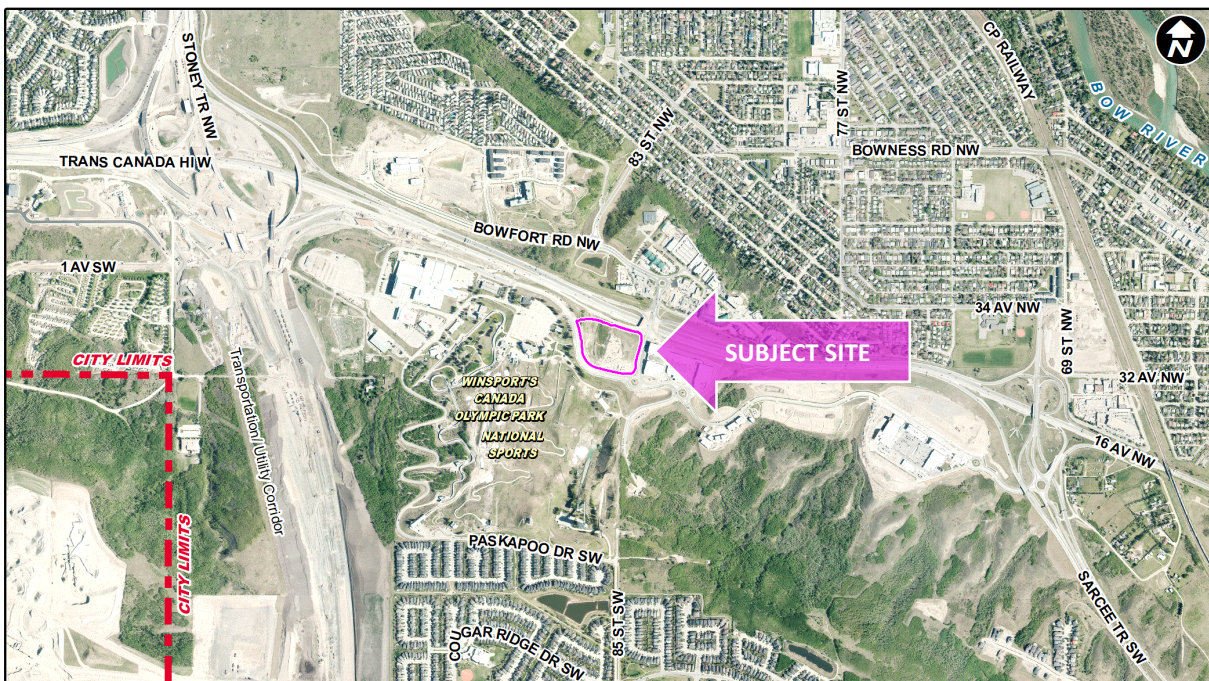
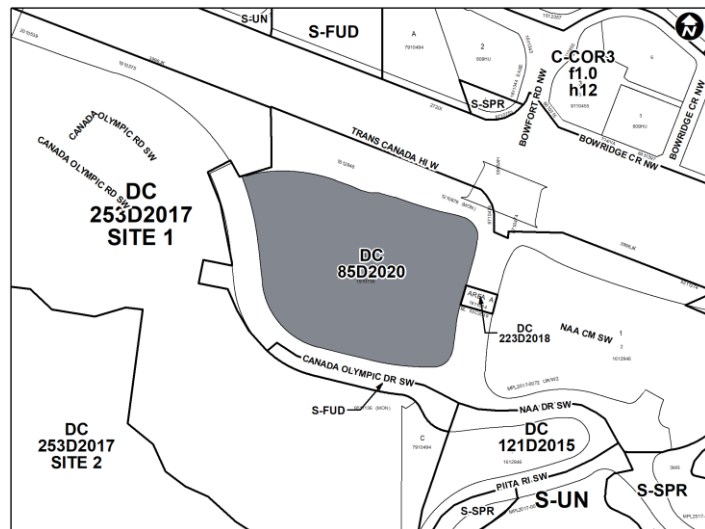
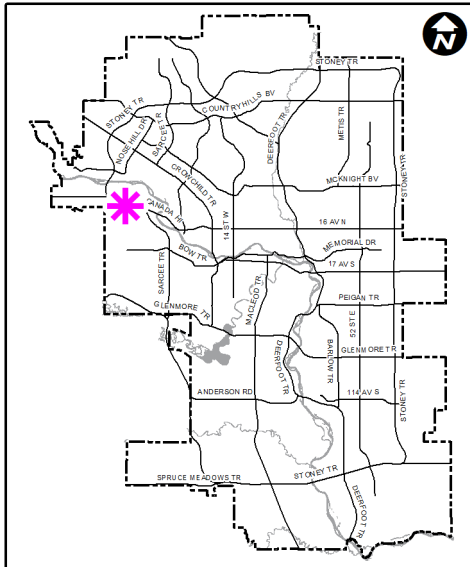
The proposed development is located in the southwest community of Medicine Hill, south of the Trans-Canada Highway and east of Canada Olympic Park (Winsport). The subject site has an irregular shape with highly complex topography and is approximately 3.43 hectares in size. The site is currently rough graded and undeveloped. The site is immediately adjacent to the traffic circle at the entrance to the community and is to be accessed from the west via Canada Olympic Drive SW. This area is identified as the Gateway District in the *Canada Olympic Park ASP* which is intended for commercial and mixed-use development.

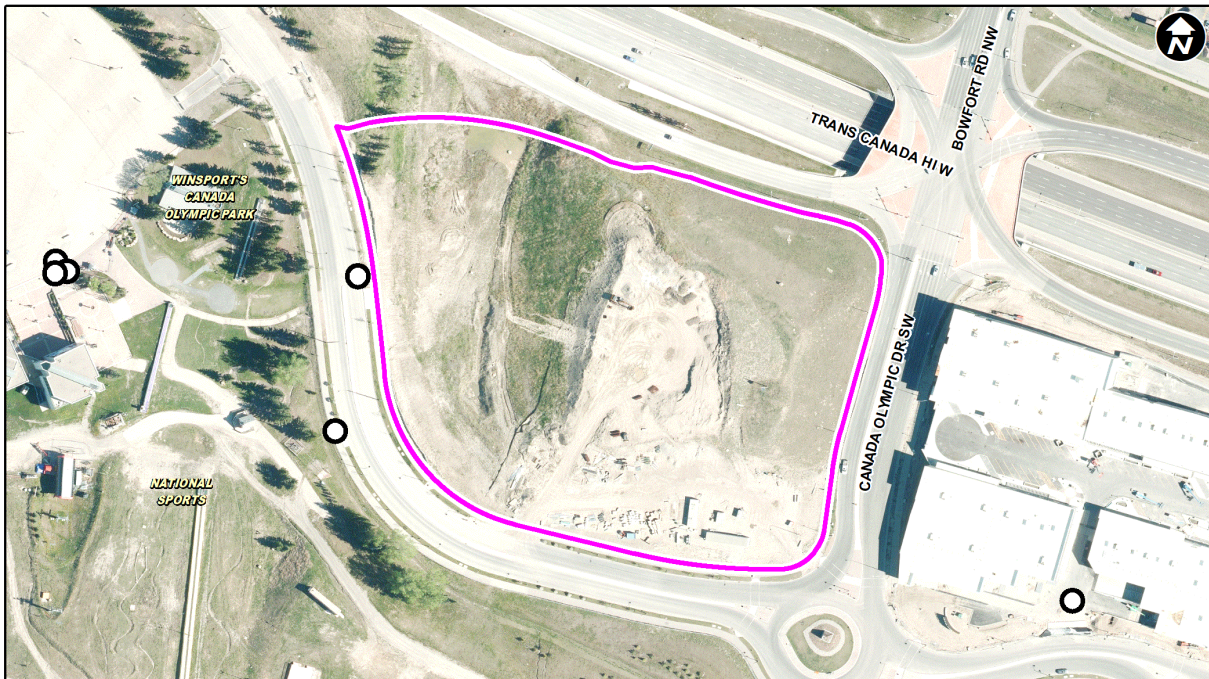
Surrounding development is characterized by a mix of commercial uses to the north, south and east. Further east of the site is developing multi-residential and mixed-use areas. To the south are Winsport and the Paskapoo Slopes. The Paskapoo Slopes are culturally significant to the First Nations as it contains a number of archeological sites.

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 [85D2020](#)) which was approved by Council on 2020 July 20. The DC District references the Commercial – Corridor 1 (C-COR1) District which is intended to accommodate a mix of uses in one building or multiple buildings with no limits on floor area ratio. The district allows a maximum height of 50.0 metres for two buildings and 75.0 metres for an additional building, and a maximum height of 21.0 metres (six storeys) for any other building. Buildings A, C, and D form part of the 50.0 metres and 75.0 metres height allowances as defined by the direct control district, as the height of these buildings are 27.72, 25.83, and 25.58 metres respectively (See Attachment 4).

Development and Site Design

This application proposes six multi-residential buildings and one common amenity building. A range of commercial uses are also proposed to complement the mix of uses to the east of the subject site. Key aspects of the development are described below.

Site and Building Design

The six proposed multi-residential buildings are all six storeys in height (ranging from 20.94 metres to 27.72 metres tall) and provide a total of 541 dwelling units. The western buildings (A and C) are oriented to maximize the number of at-grade units fronting onto the main street entrance to achieve the policy intent of the *Canada Olympic Park ASP*. Combined, the buildings will contain 56 three-bedroom units which comprise 10% of all units. This provides a diverse

range of housing options within the multi-residential form within the context of the Gateway District. The common amenity building is placed centrally on the site to enable its communal function. The colour palette for the development includes white, grey, brown and dark tones, with a design that articulates the façade and emphasizes the architectural character of the buildings.

Public Realm and Outdoor Amenity Spaces

To enhance and activate the public realm, outdoor amenity spaces will be provided for all units to connect the public realm within the site and along Canada Olympic Drive SW. Public gathering spaces will be provided in the eastern courtyard and in the southeast pedestrian entry plaza. The site's vehicular entrance is to be located at the west side between buildings A and C, and a secondary access at the northwest corner of the site, behind building A.

Common amenity areas for the residents will be available in the courtyards between the buildings, the Indoor Recreation Facility, and in the main street plaza. These spaces are intended to contain furnished urban spaces and amenities such as an outdoor pool, lounge, gym and golf simulator; and a reflection pool (between buildings D and F). Private amenity areas have been proposed in the form of at-grade patios or balconies for each of the buildings. In addition, the Paskapoo Slopes and Canada Olympic Park provide regional-level amenities for residents as they offer year-round activities such as skiing and mountain biking. Due to grade challenges, direct connections from the subject parcel to the commercial area to the east will primarily be through the sidewalk and the multi-use pathway on Canada Olympic Drive SW.

Landscaping

Public and private landscaping has been designed to soften the edges of the site and provide visual interest at the interior of the site using raised planters with interpretive signage and artistic teepee installations. Street trees along Canada Olympic Drive SW are proposed to enhance the public realm and enable a traffic-calmed street. Facing the Trans-Canada Highway to the north, there will be a retaining wall (1.8 metres in height by building D and descending to 0.25 metres in height by building B) in front of the parking stalls. Drought-resistant trees and shrubs are proposed on the edge of the site to mask the visual impact of the retaining wall and to complement the street trees. Overall, the proposed landscaping elements are anticipated to complement the built form and contribute positively to the slope-adaptive site design.

Historical Significance or Historical Context

The Paskapoo Slopes are known to contain First Nations artifacts of Blackfoot origin that have a significant archeological history. A former buffalo kill site is located in the vicinity, which was one of the largest in the Calgary area. In alignment with updated ASP policies and the approved outline plan in 2015, Traditional Knowledge Keepers and Indigenous Elders have been engaged in the design of Medicine Hill. This is reflected in the site design, public art and landscaping of developments in the Medicine Hill community.

The cultural and historical significance of the area is represented through the proposed name of the project ("The Podium at Aiss'ka'pooma"), Indigenous street names and local vegetative species. Supplementary Olympic themes are proposed and include the building names, i.e., The Anthem, The Slopes, The Lutz, The Telemark, The Halfpipe, The Aerial, and a blend of Olympic and Indigenous connotations for the Indoor Recreation Facility referred to as The Lodge. Landscaping amenities and other site design elements are also proposed to contain more of these representations. See Attachment 3 for more information about the project naming.

Urban Design Review Panel (UDRP)

The applicant presented the proposed development to the UDRP on 2021 June 23. The Panel endorsed the proposal but suggested improvements to the site's northern interface with the highway, providing more active frontage along Canada Olympic Drive SW, engaging the pedestrian network and having more purposeful landscaping. The full UDRP comments are included in Attachment 5. Administration worked with the applicant to revise the development permit drawings in response to both the UDRP and City-Wide Urban Design comments. The applicant made changes to the proposed development by reorienting the north-facing buildings, incorporating a slope-adaptive site design, and increasing landscaping to mask the visual impacts along Trans-Canada highway. Other changes were also made to improve the interface with Canada Olympic Drive SW, such as an internal main street to the site and public outdoor spaces. Cafes, restaurants and retail outlets, including public plazas, will be interconnected by generous sidewalks and traffic-calmed streets to create a vibrant urban experience for residents and visitors.

Transportation

The Medicine Hill community is accessed via the Bowfort Road interchange on 16 Avenue NW (Trans-Canada Highway). Direct vehicular access to the subject site will be available with two driveway connections to Canada Olympic Drive SW. Parking is to be provided at both surface and underground levels, and at specified locations (surface and underground) within the site for visitors.

Pedestrian and cyclist access is to be provided along a multi-use pathway on Canada Olympic Drive SW. This multi-use pathway extends across the Bowfort Road interchange and into the community of Bowness with connectivity to the greater cycling network. A multi-use pathway is also located east of the site along Na'a Drive SW and provides access to adjacent uses within the Medicine Hill area.

Transit service is available along Canada Olympic Drive SW, with bus Routes 305 (BRT Bowness/City Centre) and 408 (Valley Ridge). Existing bus stops are directly adjacent to the parcel on Canada Olympic Drive SW (a two-minute walk). The development will upgrade one existing stop with a new bus shelter.

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.

Growth Plan (2022)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed development builds on the principles of the GP 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 at densities that support transit viability, local commercial and other services. This typology promotes resilient neighbourhoods that feature architectural and natural elements that contribute to a local identity and sense of place. The mix of housing types should 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 medium-density housing type, which aligns with the intent of the MDP.

Climate Strategy (2022)

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant will be the long-term owner/operator of the proposed development and has proposed the following climate measures:

- a surplus of 60 indoor secure bike storage stalls;
- the installation of both electric vehicle charging stations and electric-vehicle-ready wiring/conduit (34 stalls each) in line with the actions set out in Program 4: Electric and Low-Emission Vehicles;
- solar-ready buildings that can accommodate roof panels for electric power generation;
- low-water and drought-tolerant landscaping; and
- other technologies such as air-sourced heat pumps, heat recovery units, as well as high-efficiency appliances and mechanical systems.

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

The [Canada Olympic Park and Adjacent Lands Area Structure Plan](#) (ASP) identifies the subject site as 'Gateway District' and 'Main Street' land use classifications (Map 2: Land Use Concept). The ASP requires that buildings in the Gateway District be predominantly mixed-use development with residential, office and other commercial or institutional uses, preferably located above at-grade retail uses. The ASP also provides for an enhanced public realm that provides a pleasant visitor experience that celebrates an Indigenous theme or themes of sports, competition and winter. The main street public realm will include a variety of outdoor gathering spaces characterized by distinctive architecture, enhanced landscaping, branding/wayfinding features and social gathering places which recognize the chosen theme.

The composition and density of the proposed development aligns with the ASP. The proposed development is multi-residential buildings with associated amenities. Density is regulated on a wider basis beyond the subject site and there are no maximum density limits for Cell A within the Gateway District (ASP Section 8.4). The 541 units proposed by this application will not impact the maximum allowed for the district and will allow other areas to develop to their full potential. The proposed development is supported by ASP policy.

Land Use Bylaw 1P2007 [and Direct Control District (85D2020)]

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.

Bylaw Relaxations			
Regulation	Standard	Provided	Administration Rationale Supporting a Relaxation
694 Landscaping for Large Parking Area	(c) be a minimum area of 12.0m ² with at least one side of the island being a minimum length of 2.0m;	Plans indicate two islands located between behind building (C & and west of building E) less than 12.0m ² in size.	The variance is considered acceptable to maintain safe and navigable drive aisle space for vehicles backing out of stalls and for vehicles negotiating access to the loading area at Building C.
	(d) provide a minimum of 1.0 trees and 2.0 shrubs;	Plans indicate 10 (-2) trees and 0 (-24) shrubs provided in the large parking area.	For parking area landscaping, the Land Use Bylaw does not recognize trees and shrubs planted within setback areas, nor close to sidewalks, walkways and buildings. When the planting for the entire site is taken into account, the variance for the parking lot is considered minor and the minimum tree/shrub requirements are also considered to have been satisfied.
102 Size restrictions for projecting signs	(4) In all other districts not referenced in subsections (1) through (3), the maximum sign area for a projecting sign is 1.0m ² .	Plans indicate the sign area for projecting signs will be a maximum dimension of 0.52m x 2.29m or 1.18m ² (+0.18m ²).	The variance is considered minor because the signs are internal to the site and not anticipated to create any negative visual impact at human scale.
123 Loading Stalls	Total site requirement: 7 stalls	Plans indicate 5 (-2) loading stalls provided.	The variance is considered minor based on the applicant's rationale per operational long term property management for coordinating scheduled loading between the buildings. The proximity of the shared loading stall for buildings D & F, including the function of the clubhouse as a primary amenity use are also considered acceptable.
8 Building Height	(1) Unless otherwise referenced in subsections (2) and (3),	Plans indicate Building B remains overheight on two	The slight increase in height is considered minor due to the constraint presented by

	the maximum building height is 21.0 metres	elevations (i.e., North Elevation – 22.67m (+1.67) & East Elevation – 23.56m (+2.56) measured from the lowest grade of the parkade entry.	the uneven nature of the site topography.
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