

Background and Planning Evaluation

Background and Site Context

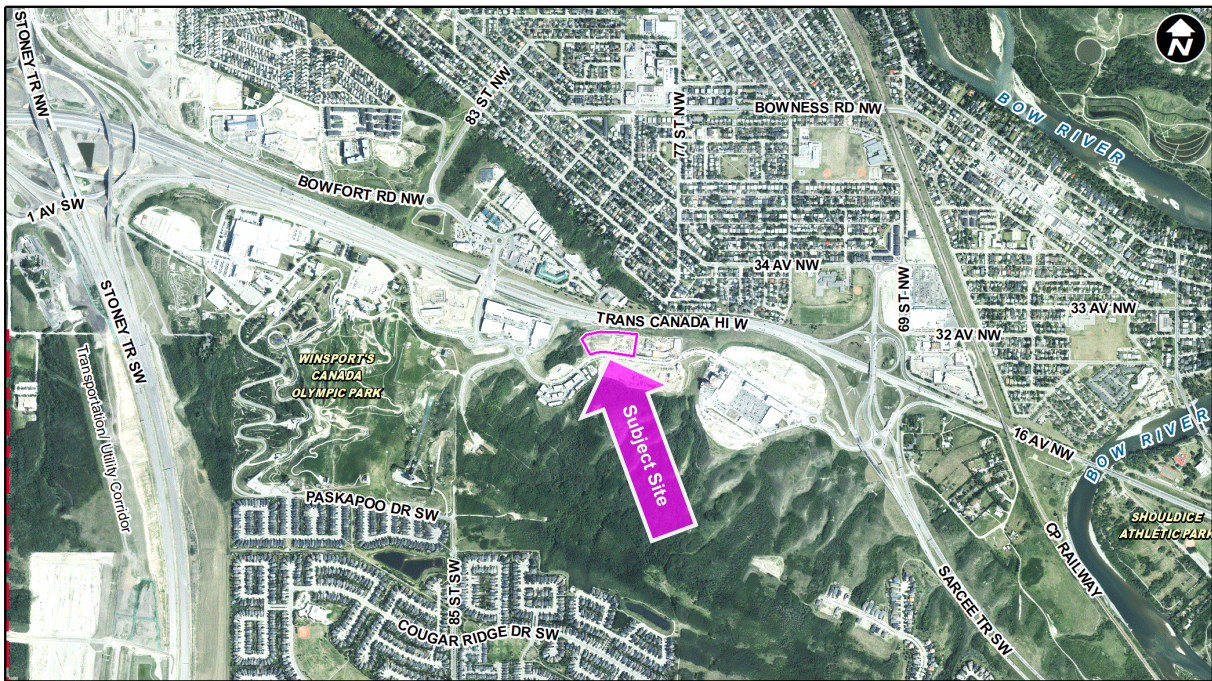
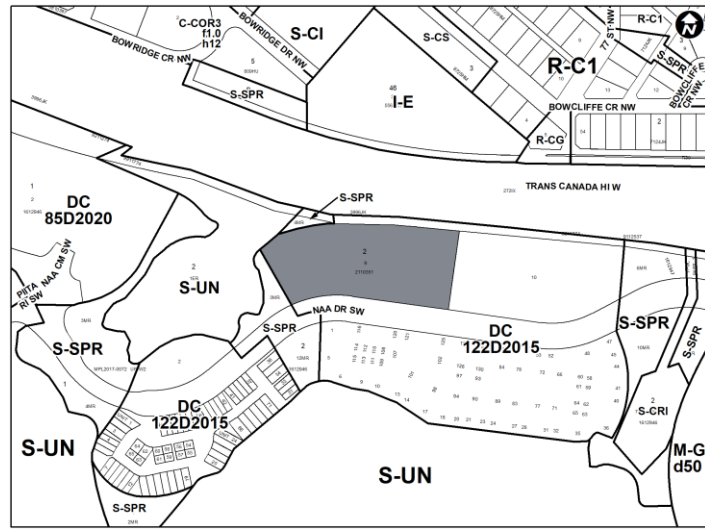
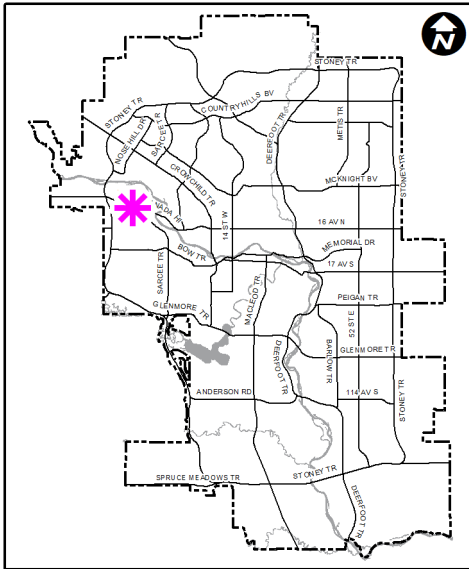
The proposed development is in the southwest community of Medicine Hill, south of the Trans Canada Highway and east of Canada Olympic Park (Winsport). The subject site has an irregular shape with highly complex topography and is approximately 1.38 hectares (3.41 acres) in size. The site is currently rough graded and undeveloped. The site is proposed to be accessed from the south via Na'a Drive SW.

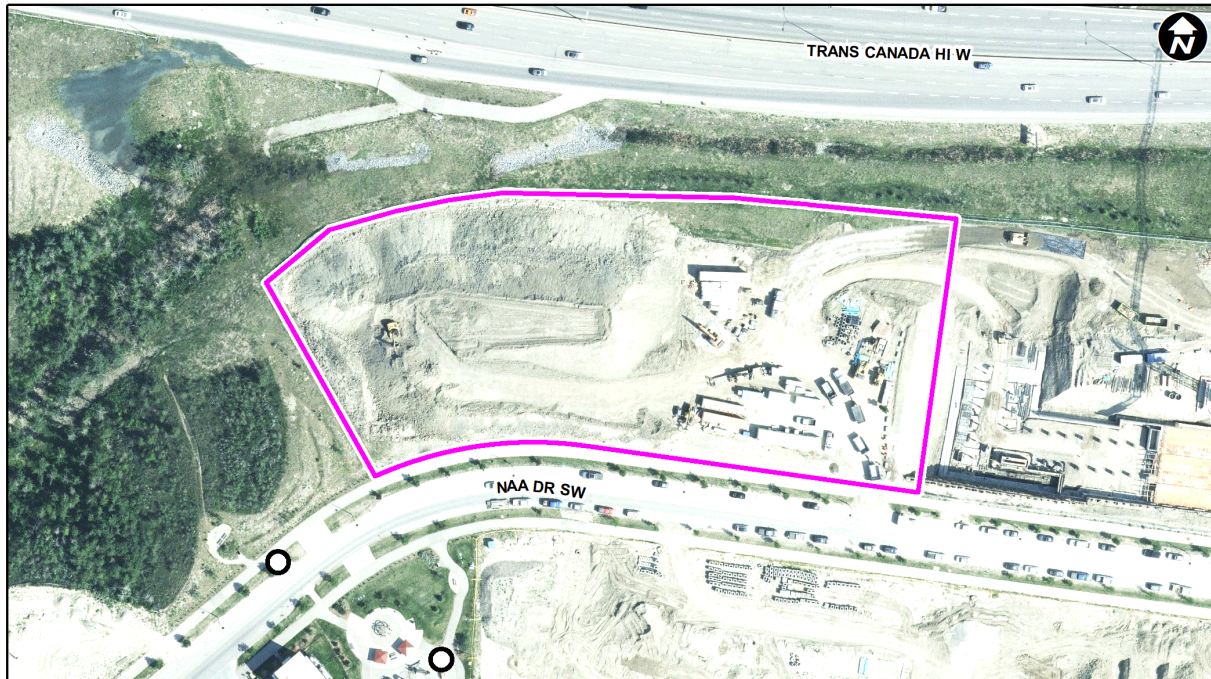
Surrounding development is characterized by naturalized municipal reserve land directly to the west, developing residential lands to the east and vacant residential lands to the south of Na'a Drive SW. Further east and west of the site are a mix of developing multi-residential and commercial sites located within 550 metres (approximately a 10-minute walk) from the subject site. Further south is the Paskapoo Slopes which are culturally significant to the First Nations as it contains several archeological sites. This area is protected from the proposed development.

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 which is intended to accommodate a variety of multi-residential development forms and a range of support commercial uses restricted in size and location within a building, with no limits on floor area ratio. The district allows a maximum building height of 21.0 metres (six storeys). Building B1 is 21.77 metres and building B2 is 20.95 metres. While Building B1 exceeds the maximum building height, it was determined this was not a significant relaxation. A full list of bylaw relaxations is referenced at the end of this attachment.

Development and Site Design

This application proposes two multi-residential apartment buildings and one common amenity building to be constructed in three phases. Key aspects of the development are described below.

Site and Building Design

The two proposed multi-residential buildings are six storeys in height and provide a total of 277 dwelling units. The southern building (B1) is oriented to maximize the number of at-grade units fronting onto the Residential Main Street (Na'a Drive SW) to achieve the policy intent of the *Canada Olympic Park and Adjacent Lands Area Structure Plan (ASP)*. Combined, the buildings will contain 16 three-bedroom units which comprise approximately six percent of all units. This

provides a diverse range of housing options within this type of multi-residential form and within the general context of the community. The common amenity building is placed near the site entrance in a manner that enables its communal function and enhances the public realm and interest on Na'a Drive SW. 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, private amenity spaces and direct pedestrian access will be provided for all units to connect the public realm within the site and along Na'a Drive SW. Two public gathering spaces (outdoor reflection spaces with benches) will be provided at the northwest and the southwest areas of building B1. A third public gathering space will be provided on the east side of building B1 near building B2 and the clubhouse (containing a swimming pool, barbecue, firepit and seating). The site's only vehicular entrance is to be located at the east side of the clubhouse building.

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 and native and low water vegetative species. Proposed private tree planting along Na'a Drive SW will complement the existing public trees that are already planted and will assist in enhancing the public realm and promote traffic-calming on the street. Facing the Trans Canada Highway to the north, there will be a retaining wall (2.54 metres in height behind building B2 and descending in a west direction to 0.15 metres in front of the parking stalls) that is intended to accommodate the inherent sloping terrain of the site. 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 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 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 (LOC2014-0080), Traditional Knowledge Keepers and Indigenous Elders have been engaged in the design of Medicine Hill. These engagements informed the ASP policies which contain specific site guidance that is currently 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 southwest outdoor reflection space adjacent to Na'a Drive SW "Siiksinoko (Juniper) Circle", the Indigenous graphic artworks and local vegetative species. The artworks are proposed to be installed on the street-facing fencing, the north side of building B2 and on pole banners at the site entrance. The Indigenous themes and representations are also proposed to be supplemented with interpretive signages.

Urban Design Review

The applicant presented the proposed development to the Urban Design Review Panel (UDRP) on 2023 July 19. The Panel endorsed the proposal but suggested improvements to the site's northern interface with the highway, providing more active frontage along Na'a Drive SW, engaging the pedestrian network, and having more purposeful landscaping. Administration worked with the applicant after UDRP review to revise the development permit drawings in

response to both the UDRP and Urban Design and Open Space comments. The applicant made changes to the proposed development by incorporating a slope-adaptive site design and increasing landscaping to mask the visual impacts along the Trans Canada Highway. Other changes were also made to improve the interface with Na'a Drive SW, such as an improved pedestrian network on-site and public outdoor spaces that will be interconnected by generous sidewalks and traffic-calmed streets to create a vibrant urban experience for residents and visitors.

Transportation

Direct vehicular access to the subject site will be available with the driveway connections to Na'a 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. There are no parking restrictions on Na'a Drive SW currently.

Pedestrian and cyclist access is to be provided along a multi-use pathway on Na'a Drive SW. A The multi-use pathway located along Na'a Drive SW provides access to adjacent uses within the Medicine Hill area and extends across the Bowfort Road interchange and into the community of Bowness with connectivity to the greater cycling network (i.e., the Always Available for All Ages & Abilities (5A) Network).

Access to transit is provided by bus Route 108 (Paskapoo Slopes) with a bus stop available within 60 metres (a one-minute walk) west of the subject site along Na'a Drive SW. This transit option provides connections to various destination across the City, including the communities of Bowness and Varsity, Market Mall, University of Calgary, and Brentwood Station.

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)

Administration's recommendation aligns 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)

Administration's 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 within the Developing Residential Area, and is referenced as a Planned Greenfield Community with an 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.

This application proposes a medium-density housing type which aligns with the policies of the MDP.

Calgary 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:

- the installation of both electric vehicle charging stations and electric-vehicle-ready wiring/conduit (17 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 Lands Area Structure Plan (Statutory – 2005)

The [Canada Olympic Park and Adjacent Lands Area Structure Plan](#) (ASP) identifies the subject site as 'Village District' and 'Residential Main Street' land use classifications (Map 2: Land Use Concept).

The ASP land use policies support a mix of multi-residential forms with a site layout and building design that can enhance the public realm with entryways to ground floor residential units along the Residential Main Street.

The ASP policies further state that public art, signage, and other urban design elements are to reflect the cultural and historic significance of the area to the Blackfoot people.

The subject land is located within the six-storey contextual height allowance zone (Map 6 – Building Height of the ASP). The proposed development adheres to this six-storey height limitation.

As density is regulated by the ASP policies on a wider basis beyond the subject site, there are no maximum density limits for this site (Development Block Cell F' within the Village District). The 277 units proposed by this application will not impact the maximum allowed for the Village District and will allow other areas to develop to their full potential.

The proposed development aligns with the ASP policies.

Land Use Bylaw 1P2007

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's Rationale for Supporting a Relaxation
563 Accessory Residential Buildings	(1) An Accessory Residential Building: (c) must not be located between any building and a public street.	Plans indicate the Accessory Residential Building as being located between building B2 and the Street.	In addition to the traditional purpose of the clubhouse building as a common amenity space, the location of the building provides functionality and enhances the overall site design and layout. It also enables visual articulation and pedestrian-level interaction along Na'a Drive SW. The relaxed building placement is not anticipated to have any negative impact to site circulation or connection to the public realm.
DC122D2015 Building Height 9	(2) For all other uses, the maximum building height is 21.0 metres	Plans indicate Building B1 as being 21.77m (+0.77m).	There is a significant slope constraint inherent on the site that contributes to portions of the building parapet being over-height. The +0.77m height increase represents approximately a +3.67% variance and considered to be minor in nature. Administration is supportive of the relaxation because the protruding portion of the parapet is not a habitable space and is only reflective of architectural expressions to create a more visually appealing building.