

Background and Planning Evaluation

Background and Site Context

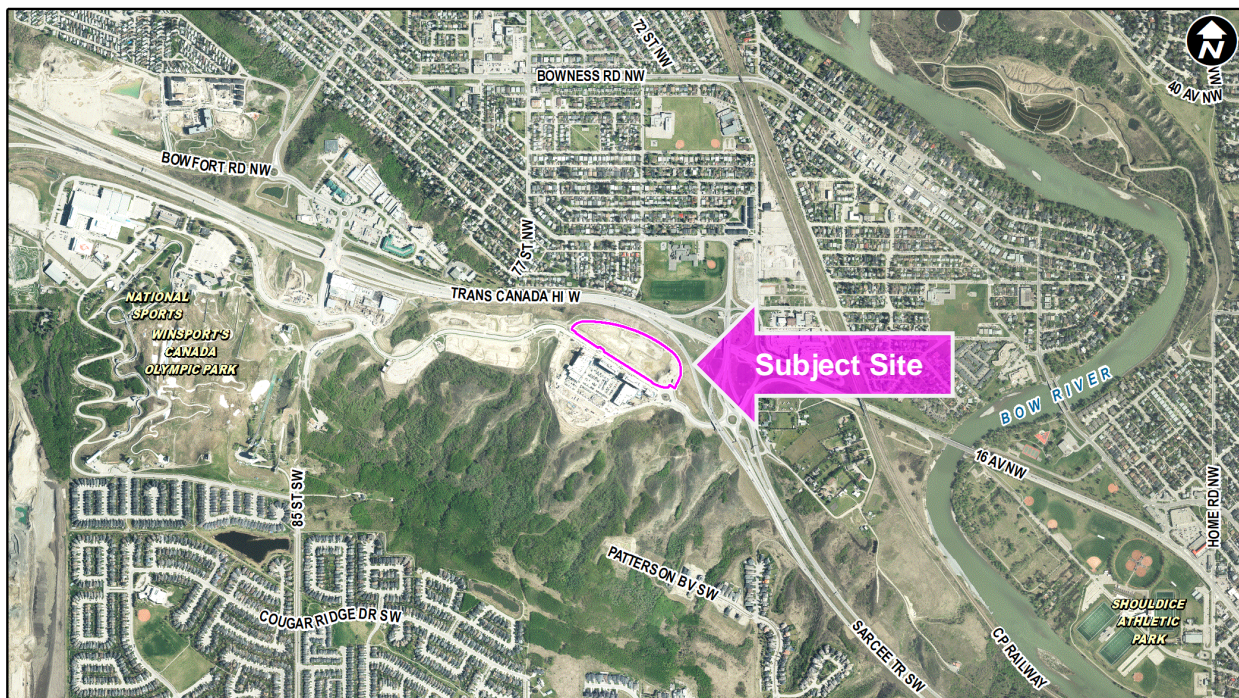
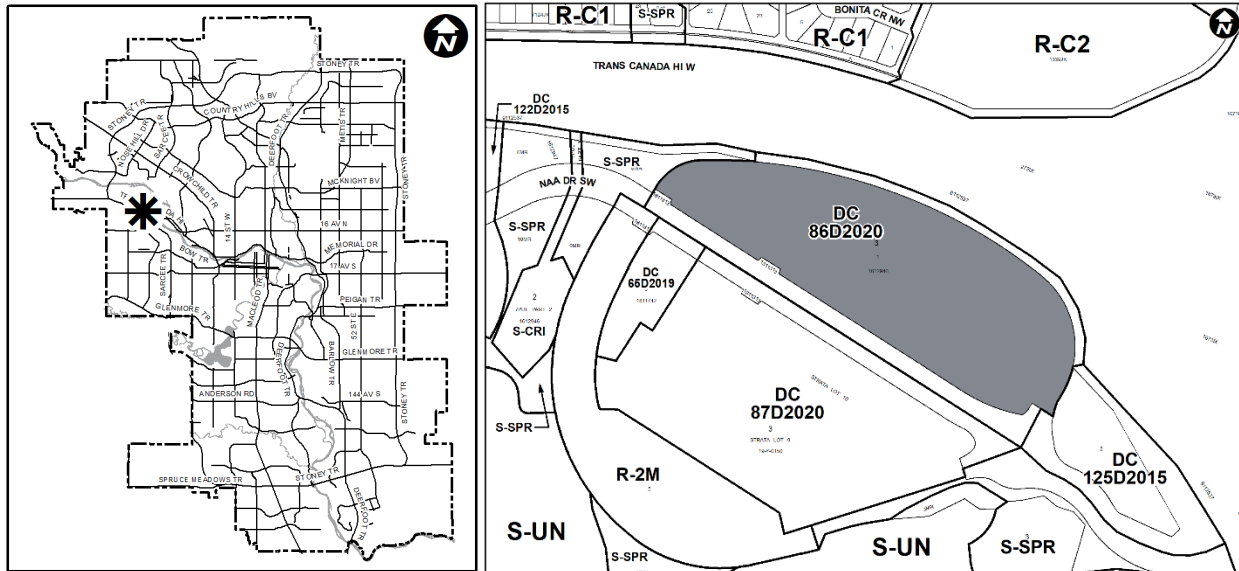
The proposed development is located in the new community of Medicine Hill in the town centre, in Cell H, fronting Na'a Drive SW.

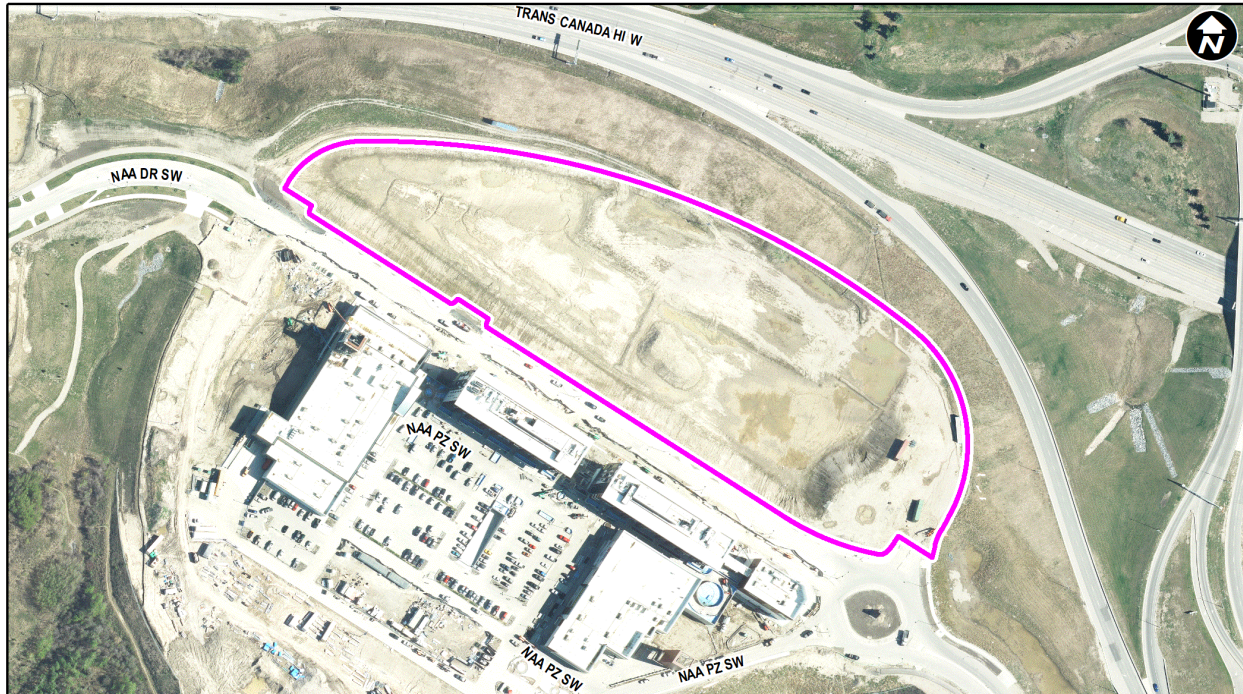
This development permit is similar to the six-storey multi-family development on the opposite side of Na'a Drive SW and represents the first stage in the development of this Cell. This development permit complies with the rules in the DC District ([Bylaw 86D2020](#)) and the Land Use Bylaw.

Community Peak Population Table

There is no community profile for the community of Medicine Hill as it is a new community with no population data.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The subject site is designated a DC Direct Control District ([Bylaw 86D2020](#)). This DC is based on the Commercial – Corridor 1 (C-COR 1) District and allows for retail focused development, with site specific rules on allowable uses, building height, and at-grade uses. The DC allows the Development Authority discretion to relax the rules in the DC subject to the relaxation test in the Land Use Bylaw.

Development and Site Design

This development permit is the third development permit in the Town Centre of Medicine Hill following approval of:

- DP2016-4580 for a Supermarket, Multi Residential Development and other retail development to the south (directly opposite this site); and
- DP2019-3291 for two tall buildings for Seniors assisted-living (to the south west of this site).

This development permit is the first development permit in Cell H and takes inspiration from the Multi-Residential Development on the opposite side of Na'a Drive SW, in its form and materials of construction.

Site and Building Design

The development will consist of two buildings, totaling 158 dwelling units with retail at-grade. Both buildings will be six storeys in height (approximately 25.4 metres from grade to the maximum extent of the roof), with five storeys of residential. At the sidewalk level, small

restaurants and retail units will be provided with direct access to the street (Na'a Drive SW to the south). Patios will be provided to the side elevations of both buildings, further activating the sidewalk frontage, with a small plaza separating both buildings, aligning with the public realm across Na'a Drive to the south (The Paskapoo Steps) and allowing for possibility of future pedestrian connectivity to the south (with the remainder of Cell H).

This development will be constructed in two phases, as shown in the development permit plans.

Building Materials

At-grade, retail units will be faced with grey (charcoal) brick, with clear vision glass accented by wood panels around building key entrances. The residential units above (floors 2 to 6) will be faced with a combination of brown brick, with white, light brown (desert oak) and light grey siding.

Landscaping

Raised planters will wrap the patio spaces to the side elevations of both buildings, with additional planting provided to the rear of the site around the at-grade parking area. The central plaza will have patterned hardscape (with diamond and triangle shapes being prominent in the Blackfoot Tradition), with further patterning provided to the front of the building (like the public realm treatment on the opposite side of Na'a Drive SW). Where possible (subject to utility line assignment and minimizing conflicts with the bus stop to the front of the site) trees will be planted to the front of the building.

City Wide Urban Design

City Wide Urban Design fully supports this application. Urban Design commends the applicant for the attention to design details and overall urban quality of the development. This project completes the core of the Main Street and positively contributes to the overall community. The strong place-making and landscape design inspired by indigenous heritage motifs will highly contribute to the livability of the site and area.

Urban Design Review Panel (UDRP)

Administration brought this application to UDRP on 2020 August 19. UDRP supported the project and made comments related to architecture and public realm. The comments of UDRP are noted in Attachment 5. Administration worked with the applicant to refine this development permit in response to UDRP comments.

No further review by UDRP was required.

Transportation

Site Access

The Medicine Hill community is accessed via the Bowfort Road interchange off the Trans-Canada Highway and from Sarcee Trail.

Vehicular access to this site will be taken from the south east portion of the site, from Na'a Drive SW. A two level parkade will be provided beneath the building, with additional parking provided at-grade to the rear of both buildings.

Administration worked with the applicant to ensure access into and exiting from the development site was acceptable. A prior to release condition is noted in Attachment 2 requiring changes to the orientation of the traffic circle to the east of the site.

In accordance with relevant planning policies in the Canada Olympic Park and Adjacent Lands ASP as a prior to release Transportation condition the developer is required to enter into a development agreement for cost-sharing with the City for future pedestrian improvements for a pedestrian bridge from Cell H over the Trans Canada Highway into the community of Bowness.

Motor Vehicle Parking

Parking is provided at-grade to the rear of the buildings and below grade in a 2 level parkade beneath the buildings.

Eighty-two commercial parking stalls and 280 residential stalls are provided.

Bicycle Parking Facilities

Eighty Class 1 and Twenty Class 2 bicycle parking stalls are provided, in excess of the Land Use Bylaw requirements for the uses proposed.

Class 1 bicycle storage is provided on the second level of the parkade (on the northern parkade wall adjacent to the resident storage lockers).

Class 2 bicycle storage is provided in groups to the front of both buildings (adjacent to retail entrances and the residential lobby).

Environmental Site Considerations

There are no environmental concerns associated with the site or this proposal.

Utilities and Servicing

The overall utilities were previously reviewed, approved and installed in Na'a Drive SW. Water, sanitary, and storm connections are available from Na'a Drive SW. The existing utilities have capacity to service the proposed development permit.

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 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 establishing strong, sustainable communities.

Municipal Development Plan (MDP) (Statutory – 2009)

The subject site is situated in the Developing Planned Greenfield with Area Structure Plan (ASP) area on Map 1: Urban Structure of the [Municipal Development Plan](#).

This development permit is in alignment with MDP policies, as the proposal will deliver:

- A mixed-use development - offering commercial uses at-grade with high density housing above, contributing to housing choice and services for the community of Medicine Hill;
- A compact development form; and

- A variety of new uses close to transit and bike lanes, regional pathways and outdoor recreation area.

Climate Resilience Strategy (2018)

The [Climate Resilience Strategy](#) contains the Climate Mitigation Action Plan (CMAP) and the Climate Adaptation Action Plan (CAAP), which identify actions that will reduce Calgary's greenhouse gas emissions and manage climate risks.

As indicated in the applicant's Climate Resilience Inventory Form, they will be meeting the requirements of the National Energy Code for Buildings and standards for stormwater management. However, no specific additional measures to support the *Climate Resilience Strategy* have been identified at this time.

Land Use Bylaw

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.

Parking and Loading Bylaw Relaxations			
Regulation	Standard	Provided	Administration Rationale Supporting a Relaxation
791 Visitor Parking	A total of 16 visitor stalls are required.	Plans do not indicate the proposed stalls to be allocated towards visitor parking.	Administration is satisfied with the provision of parking on the site, but has crafted a prior to release condition for the sharing of commercial and visitor stalls.
123 Loading Stalls	A total of 3 loading stalls are required.	Plans indicate 2 (-1) loading stalls.	Administration is satisfied that loading demand can be met

Sign Bylaw Relaxations			
Regulation	Standard	Provided	Administration Rationale Supporting a Relaxation
99 Rules for canopy Sign	(1) The copy area on a canopy sign must not exceed 50% of the total area of the canopy which will be measured by the vertical height of the canopy multiplied by the length of the canopy or awning	Plans indicate 19 canopy signs that range from 51.76% (+1.76%) to 81.81% (31.81%).	Administration considers the size of canopy signs to be appropriate considering the large scale of the development proposed
101 Rules for projecting signs	(5) The minimum clearance between the bottom of a projecting sign and grade is 2.4m.	Plans indicate the blade signs as being 2.33m (-0.07m) above grade.	Administration is supportive of the height and location of the signage proposed
115.3 Sitting of Digital Third Party Advertising Signs	(3) A Digital third party advertising sign: (a) must be located at least 300.0m from any other Digital Message Sign or Digital Third	Plans indicate the West sign as being 181.37m (-118.63) from the Centre sign and the Centre sign as being 174.03m (-125.97m) from the East sign	The location of the signs is well considered – adjacent to the plazas and building edges. Administration considers the location of digital message signs to be appropriate – given

	<p>Party Advertising Sign when measured from the closest point of the sign containing the digital display to the closest point of another sign containing the digital display when the signs are facing the same oncoming traffic;</p>		<p>the context of the site and the overall intent of the development – as a shopping centre</p>
	<p>(3) A Digital third party advertising sign: (c) except where specified in subsection (d), must be located at least the following distances from any property line shared with a street: (ii) 6.0 metres where the posted speed limit of the public thoroughfare is 60 km/hr or less.</p>	<p>Plans indicate the West sign as being setback 0.61m (-5.39m), the Centre sign as being setback 0.33m (-5.67m) and the East sign as being setback 0.33m (-5.67m) from the property line.</p>	<p>Administration considers the location of digital message signs to be appropriate – given the context of the site – as a shopping centre. The signs are located to the front of the building and are positioned so as to not affect residential or retail building entrances. The location of the signs is not considered harmful to residential amenity – there are no residential units to the east, the site is 150 metres from the parcel to the west and 33 metres from residential development to the south, with no residential units at-grade opposite.</p>

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

The subject site falls in the Commercial District (Town Centre) of the [Canada Olympic Park and Adjacent Lands ASP](#). This area is to be characterized by a range of commercial uses as well as residential development across this and adjacent parcels.

This development permit will deliver a mixed-use development, with retail development directly accessing Na’a Drive SW in alignment with the intent of the Commercial District.

Plaza First Nations Images

The ASP encourages public art and other urban elements in the Commercial District of Medicine Hill to reflect the cultural significance of the site (as a former Buffalo kill site) to the Blackfoot people.

In alignment with ASP Planning Policy, prior work by the area developer, The City and the Blackfoot Traditional Knowledge Keepers resulted in First Nations images being incorporated in the colours of buildings and public realm in Cell I (opposite this site) and Cell B (to the west). Building on that work, in the subject development, careful attention was paid by the applicant to respectfully incorporate subtle First Nations references in the earth colours of the buildings and the images in the hardscape plaza between both buildings.

**Improving Calgary's Entrances: A Guide for Development Adjacent Entrances
(Non-Statutory – 2012)**

Medicine Hill is located at the toe of slope and is visible from the Trans-Canada Highway, an important gateway from Calgary to the Rocky Mountains. The Trans-Canada Highway is an identified gateway in the [Improving Calgary's Entrances](#) non-statutory planning policy.

The northern portion of the rear elevation of the buildings is approximately 160 metres from the Trans-Canada Highway. Until future development occurs on the remainder of Cell H the rear elevation of both buildings will be visible from viewpoints along the Trans-Canada Highway when entering and leaving Calgary.

The design of both buildings and their materials of construction is visually attractive and creates appropriate entranceway images for this site, complementing existing structures in Cell B, and approved development in Cell I in alignment with the above non statutory planning policy.