

Background and Planning Evaluation

Background and Site Context

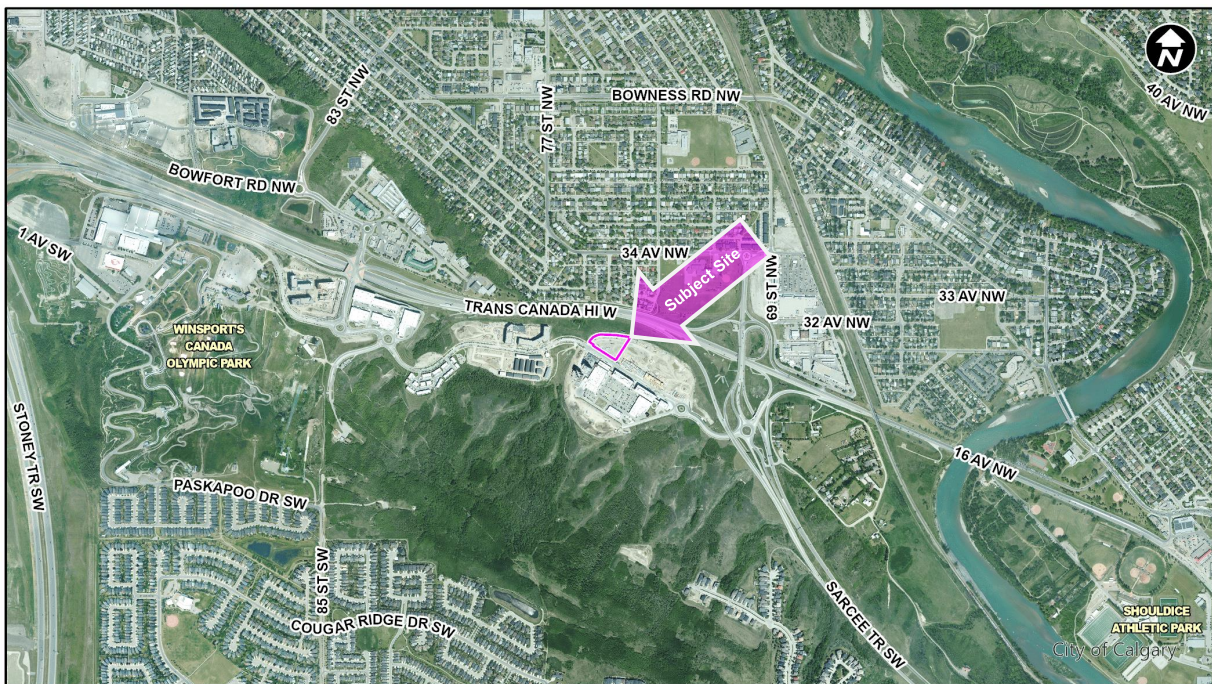
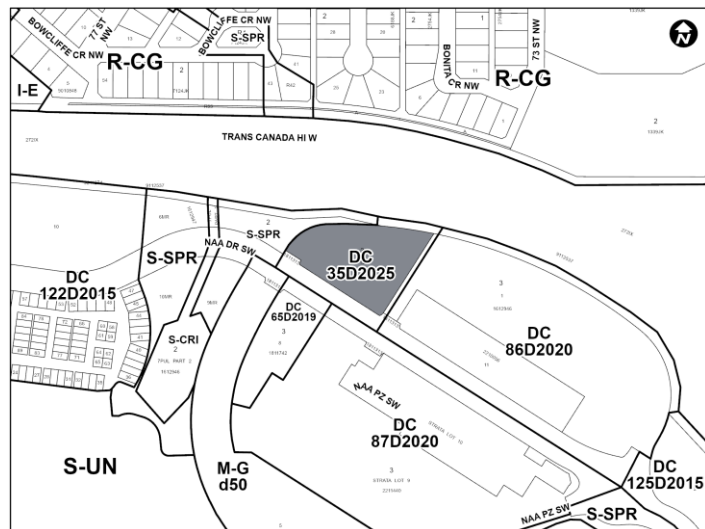
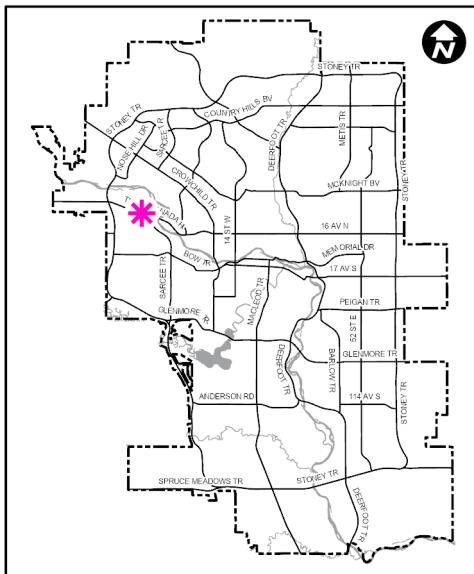
The proposed development is in the southwest community of Medicine Hill, south of the Trans-Canada Highway and west of Sarcee Trail. The parcel is irregularly shaped with complex topography and is approximately 0.81 hectares (2.00 acres) in size. Currently, the site is vacant and undeveloped. The site is proposed to be accessed from the south via Na'a Drive SW.

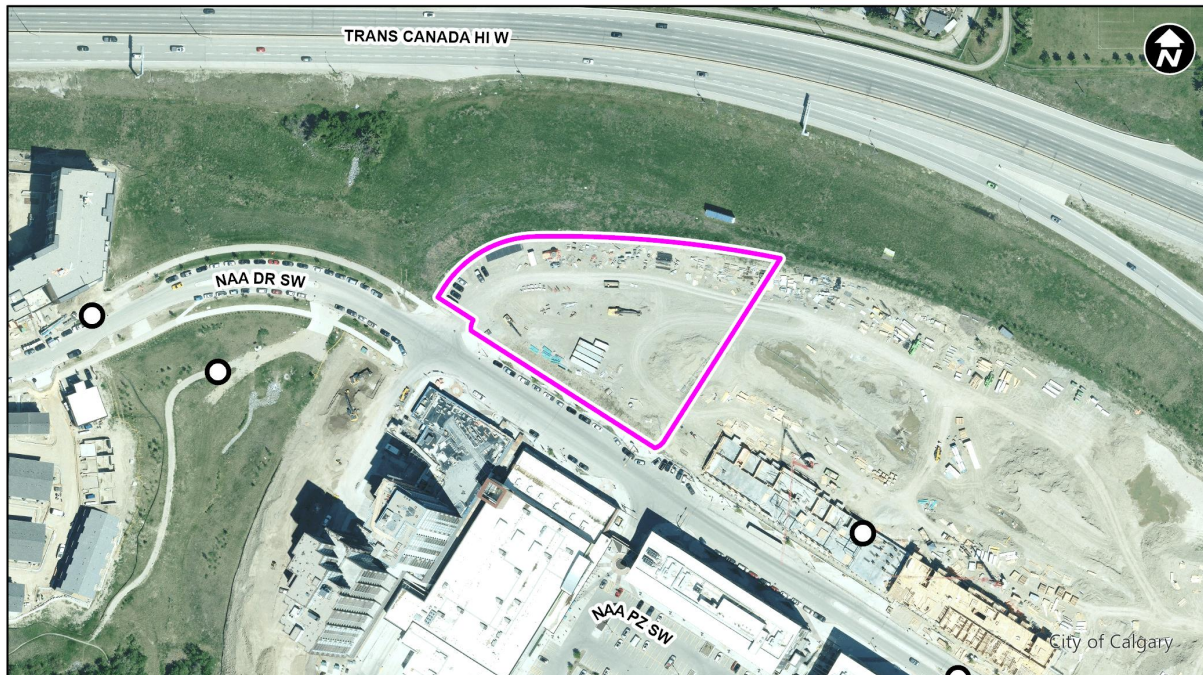
Surrounding development is characterized by a mixed-use commercial plaza across the street to the south, which is comprised of multi-residential towers, a grocery store, dental office and other retail services. To the east is a developing multi-residential site. Other developing multi-residential sites and developed commercial sites such as Canada Olympic Park (Winsport), and other retail/restaurant establishments are located to the west. A naturalized municipal reserve parcel is directly adjacent to the north and west of the subject site.

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 35D2025](#)), which was approved by Council on 2025 February 04. The DC District references the Commercial – Corridor 1 (C-COR1) District which is intended to accommodate a range of commercial uses with an additional discretionary use of a Self Storage Facility and includes specific requirements for ground floor retail and commercial uses close to the street and public sidewalk. The DC District also allows a maximum building height of 20.0 metres and a maximum building floor area of approximately 20,000 square metres through a maximum floor area ratio (FAR) of 2.0. The building height proposed in this application is approximately 16.48 metres (five storeys). The application also proposes a building floor area of approximately 11,387.49 square metres (an FAR of 1.4).

Section 6 of the DC District incorporates the rules of the base C-COR1 District in Bylaw 1P2007 where the DC District does not provide for specific regulations. Many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The configuration of the site area including the condition of the site topography resulted in the proposed development not being able to meet some of the base district rules. A full list of bylaw relaxations is referenced at the end of this attachment.

Development and Site Design

This application proposes a self storage facility building including an at-grade associated storefront retail unit and other office units along Na'a Drive SW. The proposed development also provides onsite amenity for landscaping and circulation management. Key aspects of the development are described below.

Site and Building Design

The proposed building is five storeys and provides one retail unit and 10 office units on the ground floor of the building. These units have direct access from Na'a Drive SW (a Main Street, as indicated in the *Canada Olympic Park and Adjacent Lands Area Structure Plan (ASP)*) and will provide commercial opportunities and desired street activation to achieve the policy intent of the ASP. Access to individual storage units will be from within the site, at the west side of the building, near Na'a Drive sidewalk. A slope-adaptive approach is implemented to manage the topographic challenges of the site, whereby the south and west-facing elevations of the building read like a four-storey building at grade. The five-storey built form then becomes apparent with a gradient drop of approximately 4.0 metres in both the east and north directions respectively.

Building Massing and Building Materials

For visual interest, the building design uses varied materials and colours, façade articulation and bold design elements to transcend conventional self storage architecture. To address glare and dark sky impacts at night, warm-coloured lighting installations are proposed on the building exterior including illuminated signages that are dimmable. Material selections and massing respond to the visibility and prominence of the site to create a more human-scaled composition and minimize a monolithic appearance. The building is also stepped back from the street while window bands and local artwork are used to break up large wall surfaces.

Public Realm and Outdoor Amenity Spaces

To enhance and activate the public realm, direct pedestrian access will be provided for the building entrance and the ground floor units to connect the site with Na'a Drive SW. The site includes clearly marked pedestrian walkways, wayfinding signage and landscape buffers which define the building edges. This enables spatial definition of pedestrian zones and encourages the use of common areas, such as the seating provided on the west side of the building. The loading docks and parking are located towards the side area of the building to minimize their visibility from pedestrian-facing zones. The site's only vehicular entrance from Na'a Drive SW is to be located further to the west of the building.

Landscaping

Public and private landscaping has been designed to soften the edges of the site and provide visual interest within the interior of the site using layered plantings 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. Along the edges of the parking area, there will be a retaining wall (ranging between 0.20 metre to 0.45 metres in front of the parking stalls) that is intended to accommodate the 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. Also, natural vegetation will be preserved along the boundary of the adjacent Municipal Reserve to maintain ecological continuity. Overall, the proposed landscaping elements are anticipated to complement the built form and contribute positively to the slope-adaptive site design.

Commercial Frontage

The front façade incorporates quality architectural materials, varied massing treatments, art mural and commercial signage to visibly articulate the entrances of the commercial units. Some of these treatments include the use of canopies, transparent glazing and colour contrasts to enhance the visual experience. The building design also creates a continuous street wall with strong urban edges using step back above-grade and the placement of landscaping.

The proposed storefront retail unit associated with the self storage use (The Nest) will occupy approximately 97 square metres of floor space adjacent to Na'a Drive SW. This storefront retail functions as a home organizational and moving goods store (with product lines on display for sale to storage customers and the general public). The balance of the street-facing office units proposed along Na'a Drive SW will occupy approximately 288 square metres of floor space. These units are expected to house micro-businesses, similar to those in the applicant's self-storage developments in Calgary. For example, a shipping logistics company that uses several storage units to hold inventory, a home staging/furniture sales company, a therapist, etc.

Cultural 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 outline plan, which were approved in 2015 (LOC2014-0080), Traditional Knowledge Keepers and Indigenous Elders have been engaged in the design of the Medicine Hill community. These engagements informed the ASP policies which contain specific design 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 in the proposed development through a large buffalo mural proposed on the two most prominent building façades along the Trans-Canada Highway. The image illustrates the intimate connection the Blackfoot People have with the land as well as the significance of their relationship with the plains bison. Additional cultural symbology incorporated into the proposed façade design include motifs, logos and colours that create a unifying element that reinforces the Blackfoot Indigenous context. The Indigenous themes and representations are also proposed to be supplemented through the public realm design, with the installation of a storytelling panel adjacent to Na'a Drive SW.

The vision of the cultural elements included in the proposed development design were reviewed and endorsed by the Blackfoot Traditional Knowledge Keeper, Elder Duane Mistaken Chief.

Urban Design Review Panel

The applicant presented the proposed development to the Urban Design Review Panel (UDRP) on 2025 June 25. The Panel endorsed the proposal but suggested improvements to the site's northern and western interfaces with the Trans-Canada highway, providing more articulated frontage along Na'a Drive SW and having more purposeful landscaping. Administration worked with the applicant after UDRP review to revise the development permit drawings in response to both UDRP and Office of Urban Design (OUD) comments. The applicant made changes to the proposed development by enhancing the public realm along Na'a Drive SW with layered landscaping features below the windows of the commercial units to articulate the street edge and to highlight access points into the units. Other changes were also made to minimize the visual impacts of the parking and loading area near Na'a Drive SW, using additional landscaping buffers to reduce the amount of impervious surfaces on the site.

Transportation

The site fronts onto Na'a Drive SW, which is a collector road that connects to the Trans-Canada Highway on the west and Sarcee Trail on the east. Pedestrian connectivity in the neighbourhood is provided through the sidewalks along Na'a Drive SW.

Transit service to Winsport, Crestmont, Market Mall, University of Calgary and Brentwood Station is provided by local bus stops within a short walking distance from the subject site. Stops for east and westbound Route 108 (Paskapoo Slopes) are located on Na'a Drive SW approximately 120 metres away (a two-minute walk).

Vehicle access to the subject site would be provided from Na'a Drive SW. There are currently no parking restrictions on Na'a Drive SW.

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.

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 communities including a mix of uses to ensure a compact urban form that efficiently utilizes land and infrastructure and supports local commercial and other services. This also includes resilient neighbourhoods that feature architectural and natural elements that contribute to a local identity and sense of place.

The proposed development design integrates well with its surrounding commercial and multi-residential context, 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 has proposed the installation of an electric vehicle charging station in line with the actions set out in Program Pathway F: Zero Emissions Vehicles – Accelerate the Transition to Zero Emissions Vehicle.

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

Map 2: Land Use Concept of [Canada Olympic Park and Adjacent Lands Area Structure Plan](#) (ASP) identifies the subject site as being along the 'Main Street' portion of the 'Commercial District'. The Commercial District is intended to accommodate a wide range of commercial uses that will serve as a draw for residents from surrounding communities and provide everyday

services and amenities for local residents. The applicable policies support predominantly mixed use development that includes residential, office and other commercial or institutional uses preferably located above at grade retail uses. The ASP also indicates that buildings that are adjacent to the Main Street shall be designed to enhance the public realm with entryways to ground-floor residential and commercial units along the Main Street having individual, direct access to the sidewalk.

The proposed development will promote activity along the Main Street, support the needs of households, home-based businesses and small retailers in the area. The Self Storage Facility may also make higher density living and business operations in the area more appealing. The proposal 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
783 Building Façade	(1) The length of the building façade that faces the commercial street must be a min. of 80.0% of the length of the property line it faces. (2) In calculating the length of the building façade, the depth of any required rear or side setback areas referenced in sections 788 and 789 will not be included as part of the length of the property line.	Plans indicate the length of the building façade is 55.43m (-33.72m) or 49.74% or (30.26%) of the property line it faces.	The parcel configuration, the site grading condition, including the singular street frontage limits the ability to meet this bylaw rule. The relaxed façade rule is not expected to hinder the DC District's goal of creating pedestrian-friendly frontages and entrances near sidewalks and streets.
785 Use Area	(1) Unless otherwise referenced in subsection (3), the max. use area for uses on the ground floor of buildings in the Commercial – Corridor 1 District is 465.0m ² .	Plans indicate a use area of 2423.51m ² (+1958.51m ²).	The physical condition of the site limits the ability to meet this bylaw rule, which anticipates multiple storefront units (CRUs) on the ground floor facing a Na'a Drive SW. The gradient drop of approximately 4.0 metres in both the east and north directions require the second floor to be treated like a ground floor instead.

			<p>The relaxation is justified as the location requirement for ground floor commercial uses, stipulated in Section 9 of the DC District, remains unaffected.</p>
<p>790 Landscaping In Setback Areas</p>	<p>(4) Where a setback area shares a property line with a parcel designated as a commercial, industrial or special purpose district, the setback area: (a) be a soft surfaced landscaped area.</p>	<p>Plans indicate a portion east setback area is not soft surfaced landscaped.</p>	<p>Due to the Alberta Building Code requirement for the provision of a fire safety exit door out of the east side of the building, a sidewalk to allow people to get to Na'a Drive SW and away from the building safely is warranted.</p> <p>The proposed relaxation is considered minimal, as the eastern setback continues to provide sufficient soft landscaping to effectively buffer the adjacent property.</p>