

Medicine Hills – Pre-Application Circulation

LAND USE REDESIGNATION & ASP AMENDMENT FOR PROMINENT BUILDINGS

July 2018

INTRODUCTION

The proposal is to amend the existing Direct Control (DC) District to allow for prominent buildings at 885 Na'a Drive SW (Portion of Lot 4; Block 3; Plan 1612946) within the community of Medicine Hill to facilitate two seniors assisted living apartment towers. The amendment also requires an amendment to the Canada Olympic Park ASP Building Height Map and any wording change that will allow for the ease of density transfer within the community.

SITE CONTEXT

The subject site is located within the easterly Town Centre precinct within the development on the south side of Na'a Drive SW (see Appendix A). A development permit for a mix of residential and retail has been approved to the east and is pending release. Lands to the west and south are envisioned for townhouse development. Lands to the north are envisioned for a mix of residential and retail uses. The entire Town Centre is currently undeveloped.

The adjacent land use district to the south is DC with provisions to allow for a maximum height of 28m and 3 prominent buildings with the maximum height of 50m. The DC wording that allows for prominent buildings will be duplicated with the proposed the proposed DC district (see Appendix C).

CANADA OLYMPIC PARK AREA STRUCTURE PLAN (ASP)

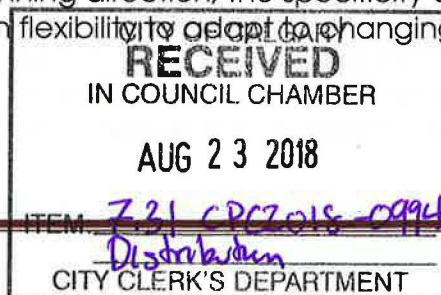
The Canada Olympic Park ASP includes a map where the location of prominent buildings could be located. The proposed prominent building locations do not match the location on the map and therefore requires an amendment to the plan (see Appendix B).

The ASP also identifies use density tables for each block and each precinct within Medicine Hills. ASP wording may have to be amended to allow for ease of transfer of density amongst or within the three precincts.

DEVELOPMENT HISTORY

The initial land use application in 2014 proposed the maximum height of 50m in all three precincts to create an urban development and allow the greatest flexibility for placement of tall buildings. The number of prominent buildings was limited by the traffic carrying capacity of Na'a Drive. City Planning did not support this approach and instead required that the location of prominent buildings be identified and quantified on a map.

The location of asterisks chosen on the map were Trinity's best guess of where tall building may occur as tenants/land purchasers were not known at the time. Although the intent of the ASP is to provide general planning direction, the specificity of the Building Height Map does not provide enough flexibility to adapt to changing market conditions and market demand.



AMENDMENT RATIONALE

The intent of the asterisk placements on the ASP map were meant to be flexible and to show the public that the entire development would not be built out to 50m. It was never intended to restrict development potential. The proposal is to relocate an asterisk from the middle of the block north of Na'a Drive and add a second asterisk to the subject site. An option to just relocate one asterisk was considered but was not pursued as it would result in a one massive tower that would have greater visual impact than two separate narrower towers.

Nautical Lands Group has made an offer to purchase the subject site to construct a seniors assisted living project that would allow tenants with an average age of 70 the opportunity to age in place within an active community. The site is ideal as it was recently redesignated to allow for assisted living use, is graded, serviced and subdivided, and is located on the same side of the street as the approved supermarket and other retail shops. This will allow seniors the ability to walk to shops with the added safety of not having to cross a street.

Due to the small area, unconventional shape and signage view restrictions placed on the site, in order to construct a concrete building with underground parking the economics require additional building height to accommodate the number of units required to meet Pro Forma requirements.

In order for Trinity to attract an anchor supermarket tenant, they had to agree to secure fascia signage visibility from eastbound Trans-Canada Highway traffic. This was granted as the ASP restricts the visibility of large anchor tenants by limiting the frontage width of stores and does not allow surface parking lots to be visible from Na'a Drive, essentially hiding the anchor tenant. As such, the southerly most 40m of the subject site has signage view restrictions so that the anchor tenant fascia sign will be visible, providing the opportunity for a successful business. This restriction limits the bulk of seniors units to the southerly 2/3 of the parcel resulting in the need for 50m towers.

The relocation of prominent building asterisks on the ASP Building Height map consolidates tower locations, reducing the visual impact of the Paskapoo Slopes for Bowness residents when viewed from Our Lady of Assumption School to the north. As well it will not have any impact on residents at the top of the slope in Cougar Ridge as the site is nearly 770m north of the nearest house and the top of the prominent buildings will not crest above the forest of trees that separate the community from the site. Providing prominent buildings on both sides of Na'a Drive balances the street from a visual perspective and provides a focal point entrance to the Town Centre. Setting the towers further south from Na'a Drive will also provide building separate and reduce the walling effect of towers when viewed from eastbound Trans-Canada Highway.

One of the consequences of the economic downturn after the land use was approved in 2015 is that Metropia, the owner and builder of The Village precinct, only wishes to build townhouses instead of walk-up apartments reducing the overall density of the development. Allowing for this development in the Town Centre compensates

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somewhat for this loss in density in the Village District while making the community as a whole more diverse and inclusive to all age groups.

Traffic impact of seniors housing will be limited as seniors tend to avoid travel during peak traffic times and will be offset by the reduction of density proposed in the Village District.

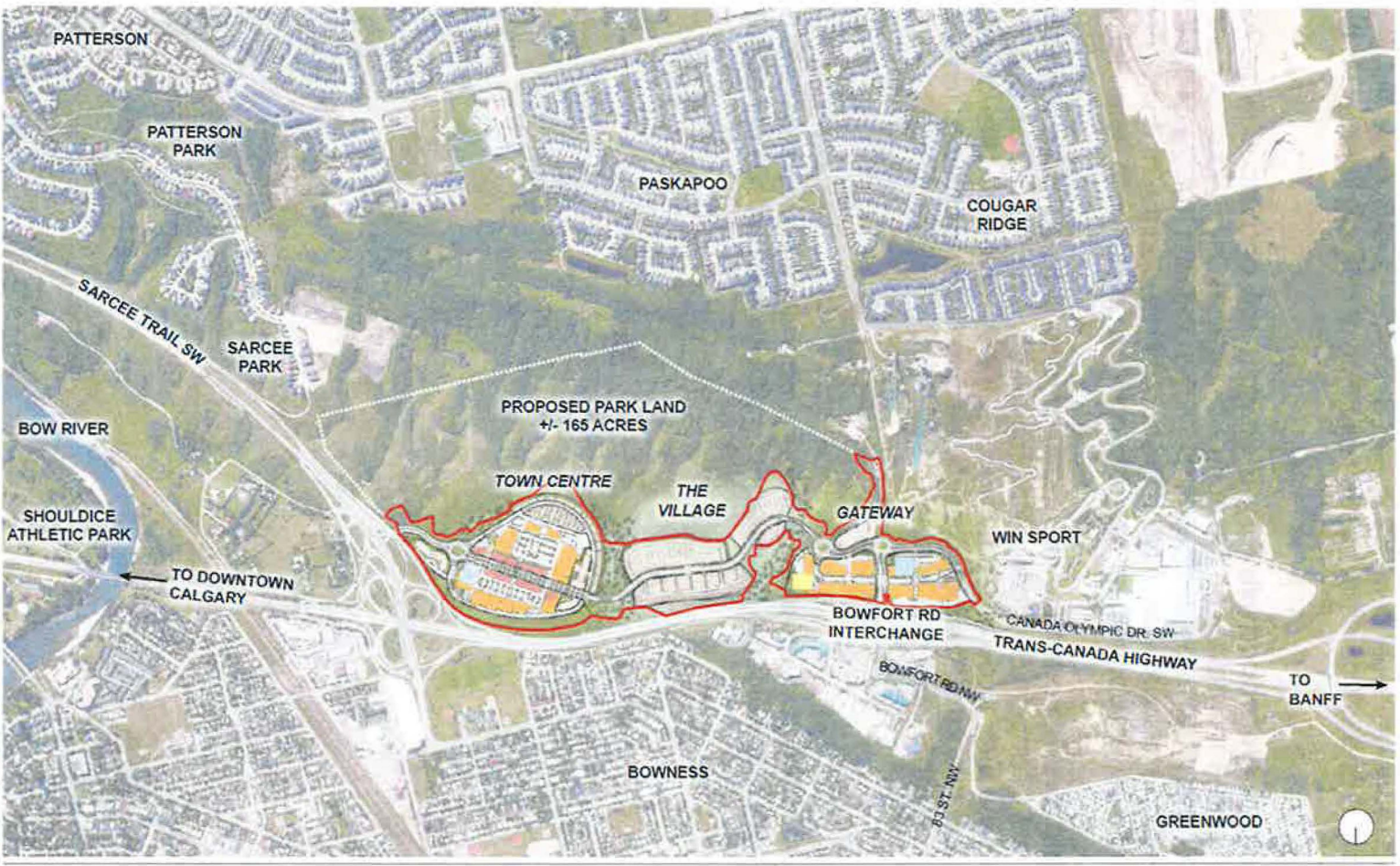
Nautical sees a market opportunity for their product now and although the ASP allows for multiple prominent buildings on the north side of Na'a Drive, Nautical cannot wait for that side of the street to be serviced, subdivided and built out. As all the initial retail will be located on the south side of Na'a Drive, a seniors apartment on the north side of the street would be less convenient, less safe and less attractive to potential renters.

If the proposed seniors' housing towers were not to be located at the subject site, there would be a missed opportunity to increase the density and population age mix to the community as the offer to purchase by Nautical is only for this site. The land will lay vacant for years to come if the purchase agreement is not finalized as Trinity is not entertaining any other interested builders.

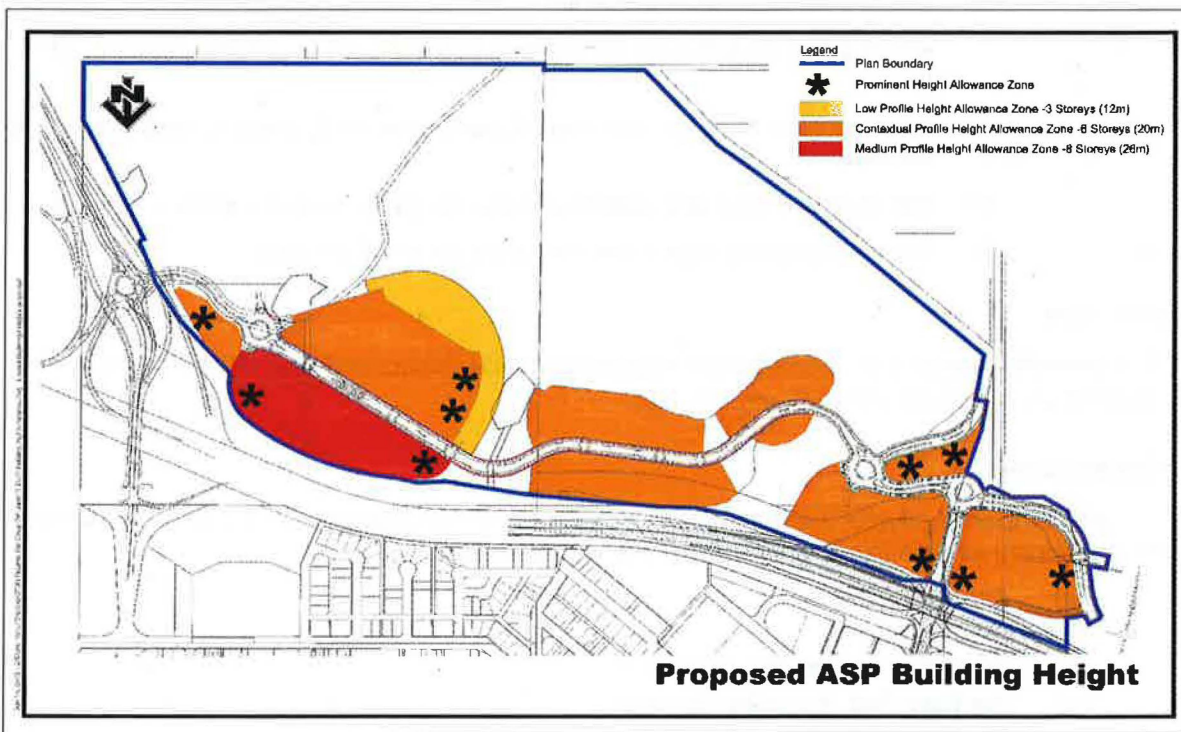
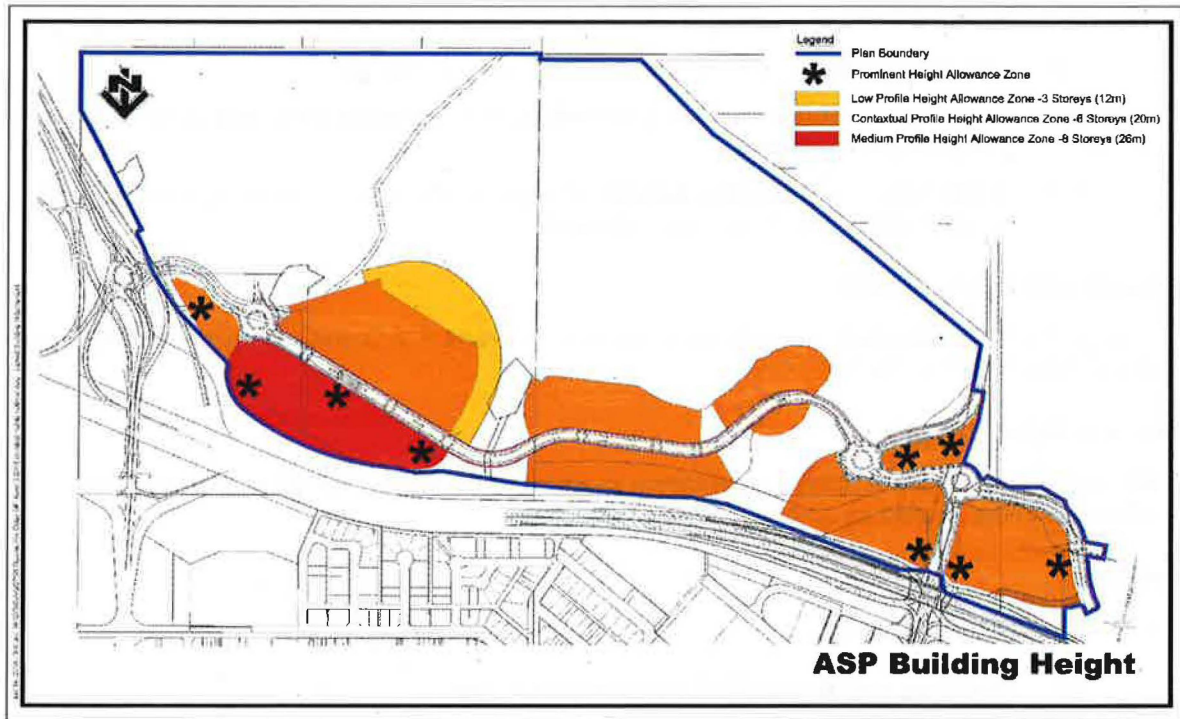
CONCLUSION

For the reasons noted above we request your support for the proposed land use and ASP amendment and welcome any suggestions that would assist in our pursuit of approval.

APPENDIX A
 Context Plan



APPENDIX B Existing and Proposed ASP Building Height Map



APPENDIX C

Proposed Direct Control Bylaw (amendments in blue)

Purpose

- 1 This Direct Control District is intended to provide for:
 - (a) Commercial **development** within various size **buildings**;
 - (b) the option of **Multi-Residential Development, Dwelling Unit, Assisted Living and Residential Care, and**
 - (c) a **Pet Care and Boarding Service** to allow for the care and overnight boarding of small animals without outdoor amenities.

Compliance with Bylaw 1P2007

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District.

Reference to Bylaw 1P2007

- 3 Within the Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

Defined Uses

- 4 In this Direct Control District
 - (a) **Pet Care and Boarding Service** means a **use**:
 - (i) where small animals are washed, groomed, trained or boarded;
 - (ii) where small animals may be boarded overnight or for periods greater than 24 hours;
 - (iii) that may have the incidental sale of products relating to the service provided by the **use**;
 - (iv) that must not have any outside enclosures, pens, runs or exercise areas; and
 - (v) that must provide indoor amenity space for small animals.

Permitted Uses

- 5 The **permitted uses** of the Commercial-Regional 3 (C-R3) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 6 The **discretionary uses** of the Commercial-Regional 3 (C-R3) District of Bylaw 1P2007 are the **discretionary uses** in this District Control District with the addition of:
 - (a) **Assisted Living**;
 - (b) **Dwelling Unit**;
 - (c) **Multi-Residential Development**;
 - (d) **Pet Care and Boarding Service**;
 - (e) **Residential Care**.

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Bylaw 1P2007 District Rules

7 Unless otherwise specified:

- (a) for **Multi-Residential Development**, the rules of the Multi-Residential High Density Medium Rise (M-H2) District of Bylaw 1P2007 apply in this Direct Control District; and
- (b) for all other **uses**, the rules of the Commercial – Regional 3 (C-R3) District of Bylaw 1P2007 apply in this Direct Control District.

Density

8 There is no minimum or maximum **density** in this Direct Control District.

Floor Area Ratio

9 The minimum **floor area ratio** in this Direct Control District is 0.26.

Building Height

- 10 (1) A maximum of two **buildings** within this Direct Control District may have a maximum **building height** of 50.0 metres.
- (2) In all other cases, the maximum **building height** is 21.0 metres.

Front Setback Area

11 There is no minimum requirement for a **front setback area**.

Side and Rear Setback Area

12 Where the **parcel** shares a **side or rear property line** with a parcel designated as:

- (a) a **commercial district**, there is no requirement for a side or rear setback area;
- (b) a **residential district** or **special purpose district**, the **setback area** must have a minimum side or rear depth of 3.0 metres.

Minimum Required Motor Vehicle Parking Stalls

13 The minimum number of **motor vehicle parking stalls** of the Commercial – Regional 3 (C-R3) District of Bylaw 1P2007 are the minimum requirement in this Direct Control District with the addition of:

- (a) The requirements specified in Part 4 of Bylaw 1P2007 for the following **uses**:
 - (i) **Assisted Living**; and
 - (ii) **Residential Care**.
- (b) The requirements specified in Part 7, Division 6 of Bylaw 1P2007 for the following **use**:
 - (i) **Dwelling Unit**.

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Bicycle Parking Stall Requirements

- 14 The minimum number of required **bicycle parking stalls – class 1** and **bicycle parking stalls – class 2** in this Direct Control District is the requirement specified in the Part 7, Division 6 of Bylaw 1P2007 and the requirements specified in Part 4 of Bylaw 1P2007 for residential **uses**.

Relaxations

- 15 The **Development Authority** may relax any of the rules contained in this Direct Control District in accordance with Sections 31 and Section 36 of Bylaw 1P2007.

WELLINGS OF CALGARY
SENIORS HOUSING

CONCEPT DESIGN PRESENTATION

07.17.2018

S9ARCHITECTURE



TOWN CENTRE DISTRICT



Design Principles

- Utilize architecture to create built form street walls that suggest smaller village scale buildings via utilization of varied massing, materials, fenestration and cornice lines
- Design storefronts and lobbies at street level to encourage individual storefront identities, varied materials and fine grain architecture details
- Vary heights of storefronts to create an “organically evolved” commercial streetscape
- Utilize hardscape and landscape design to create and foster a varied urban form streetscape where pedestrians and cyclists are first priority
- Creative hardscape design and multiple seating opportunities reinforce the concept of “rooms” for social interaction

Design Inspiration

- Paskapoo Slopes, medicine wheel, tipi ring, sacred colours



ARCHITECTURE

Design Principles

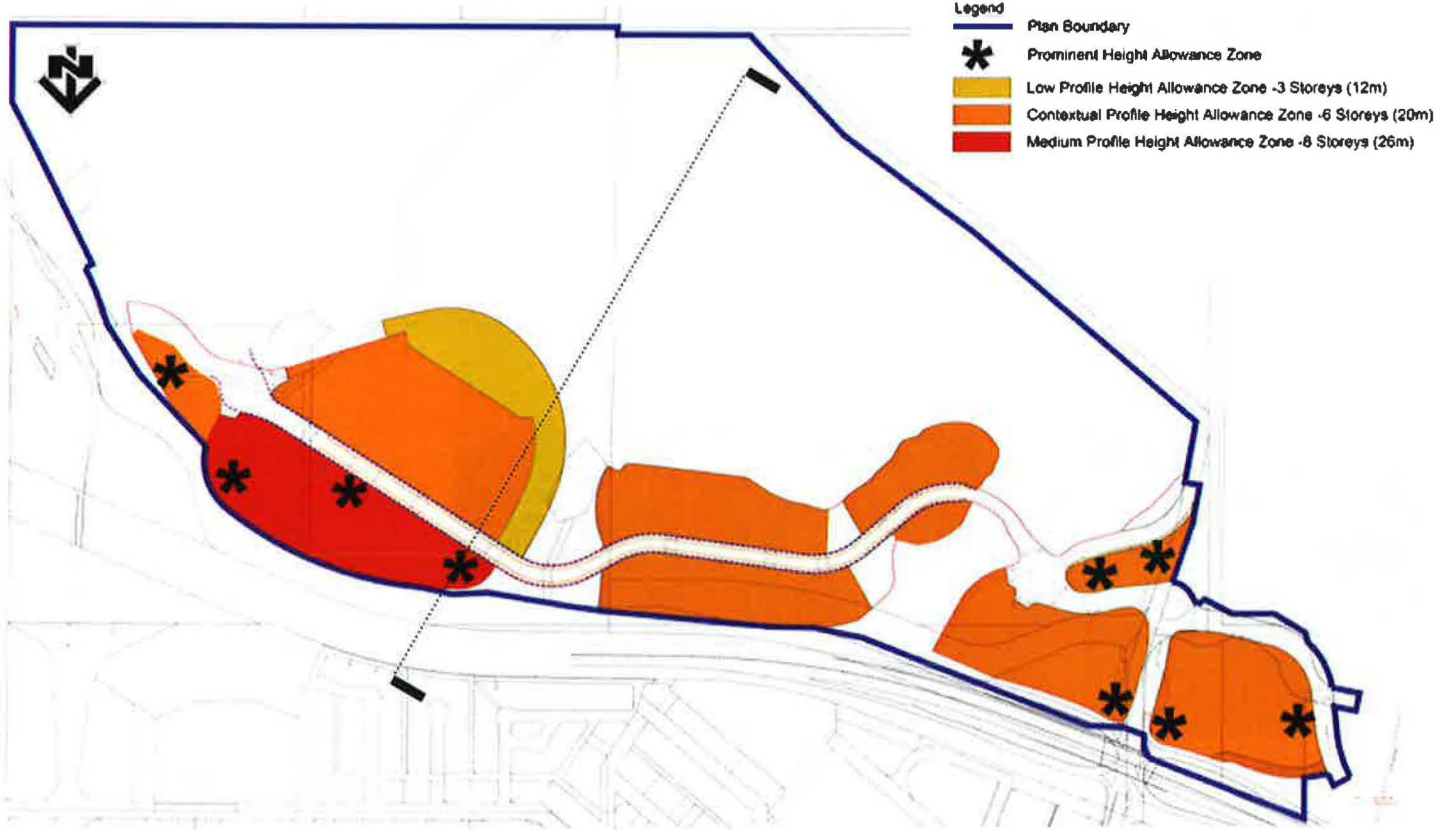
- Respond to the building's natural and built context
- Design a landmark structure that acts as an icon and gateway for the community and larger development
- Maintain a human-scaled articulation at street level
- Utilize environmentally responsible materials where possible
- Maintain important view corridors
- Design storefronts and lobbies at street level to encourage individual storefront identities, varied materials and fine grain architecture details
- Utilize hardscape and landscape design to foster a varied streetscape where pedestrians and cyclists are first priority

Design Inspiration

- Paskapoo Slopes, Geode, Natural and built context



APPROVED (JULY 2015)



PROPOSED



PROMINENT BUILDING LOCATIONS

1



Approved by Council



Proposed

2

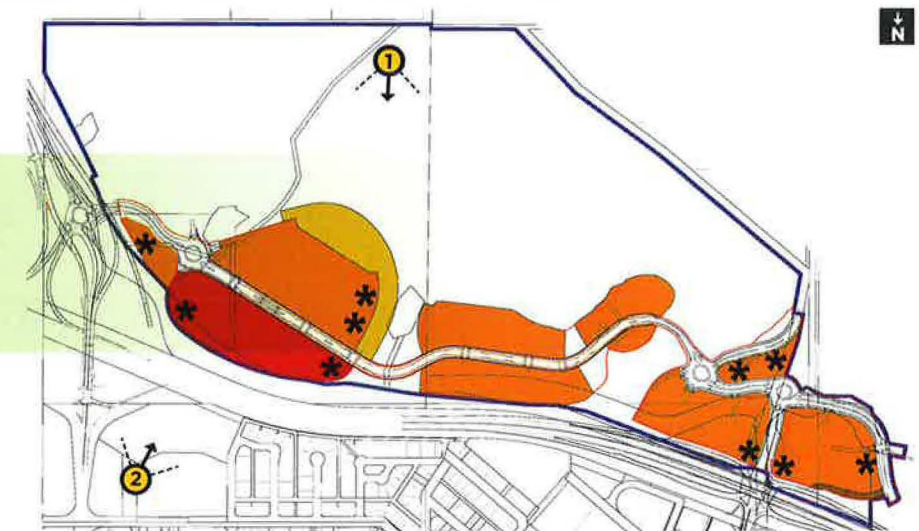


Approved by Council



Proposed

VISUAL IMPACT ANALYSIS



3



Approved by Council



Proposed

4

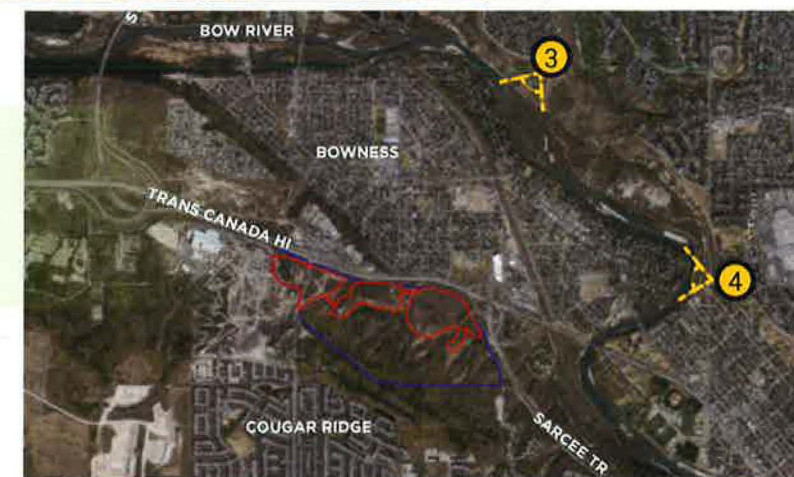


Approved by Council



Proposed

VISUAL IMPACT ANALYSIS

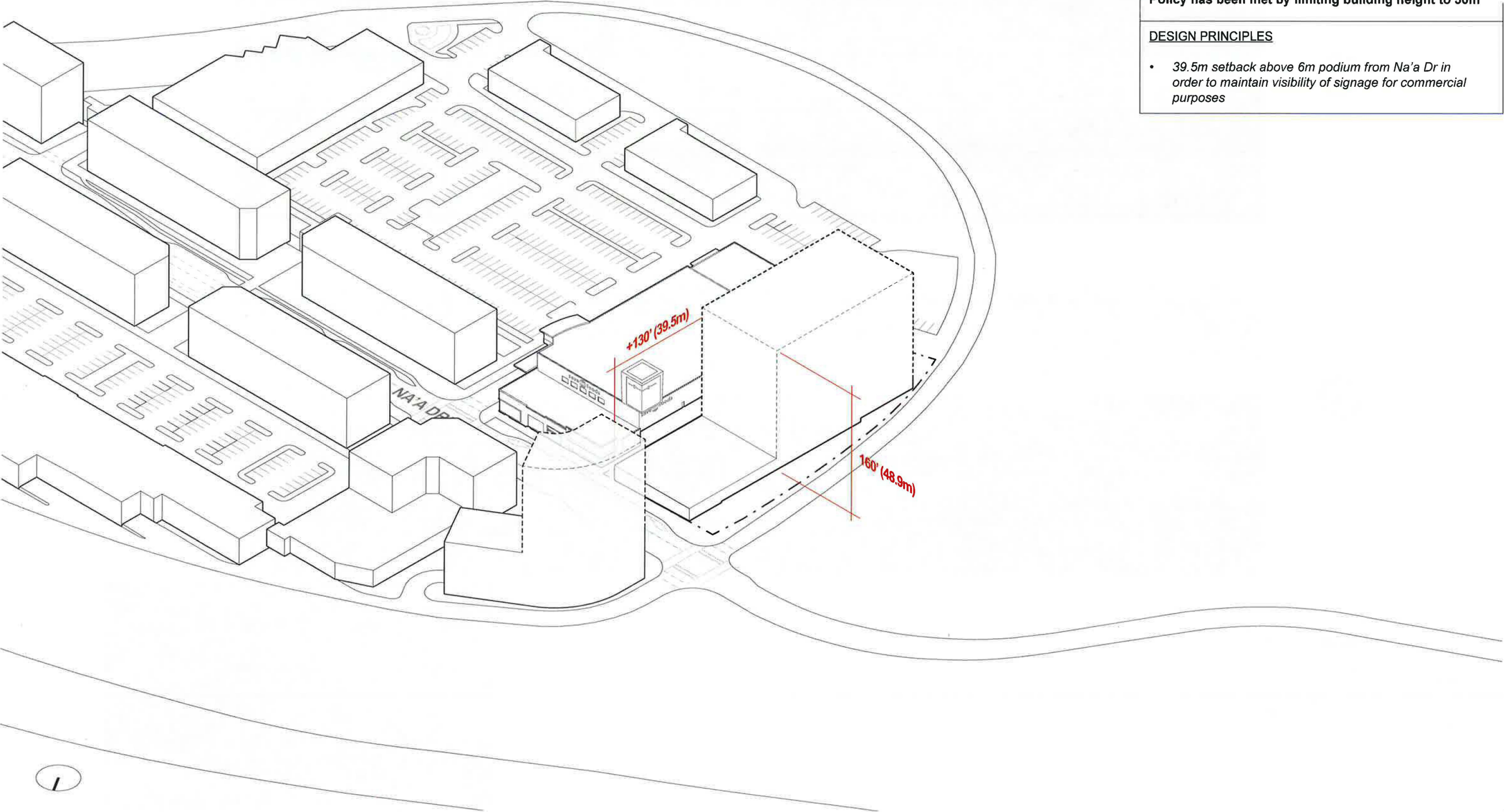


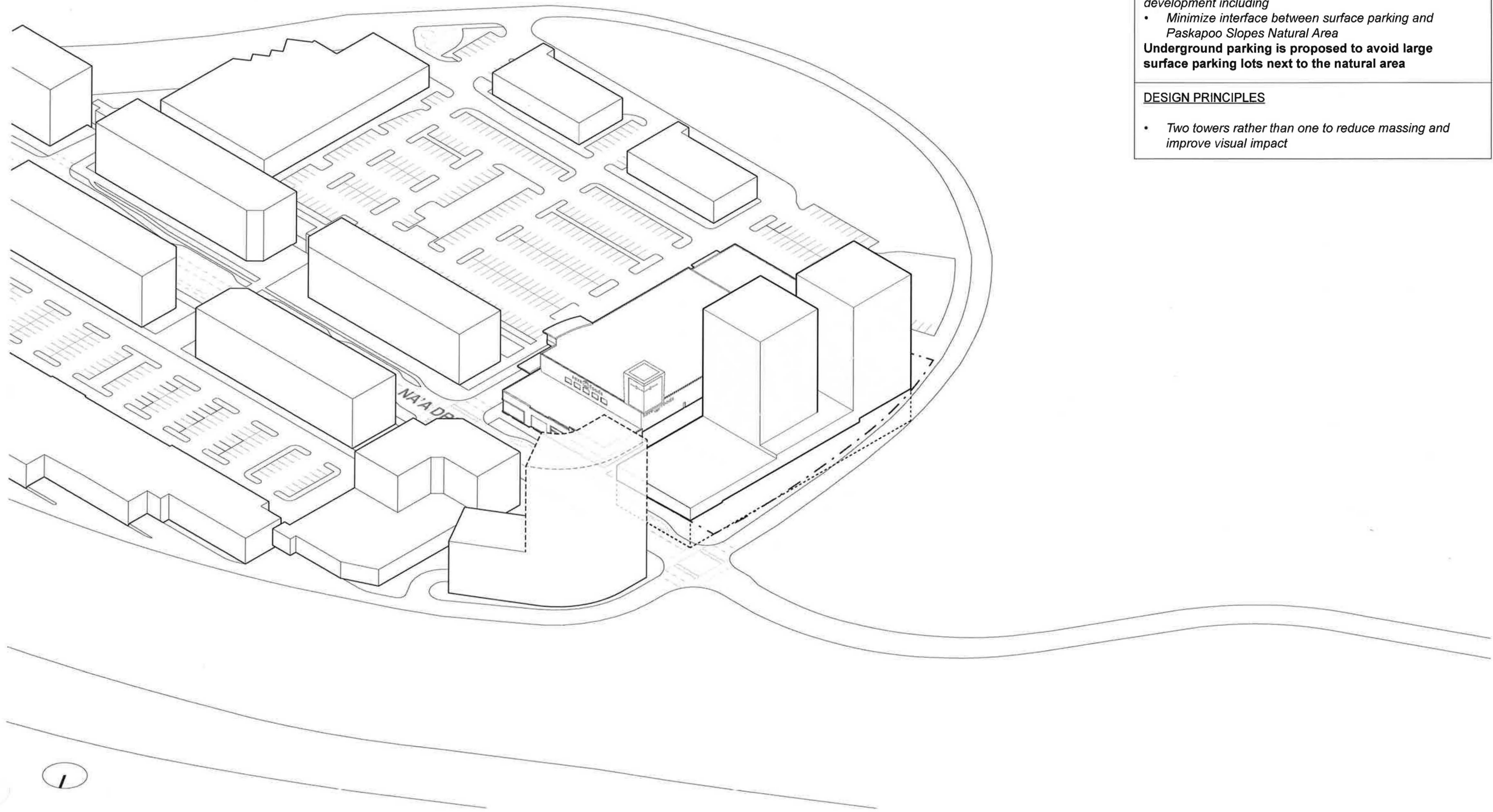
CANADA OLYMPIC PARK AREA STRUCTURE PLAN POLICY

A.5.2(3)(c) - Prominent buildings may be designed up to 50m in height
Policy has been met by limiting building height to 50m

DESIGN PRINCIPLES

- 39.5m setback above 6m podium from Na'a Dr in order to maintain visibility of signage for commercial purposes





CANADA OLYMPIC PARK AREA STRUCTURE PLAN POLICY

A.5.2(1)(k) - Development applications shall meet high levels of environmental leadership and low impact development including

- Minimize interface between surface parking and Paskapoo Slopes Natural Area

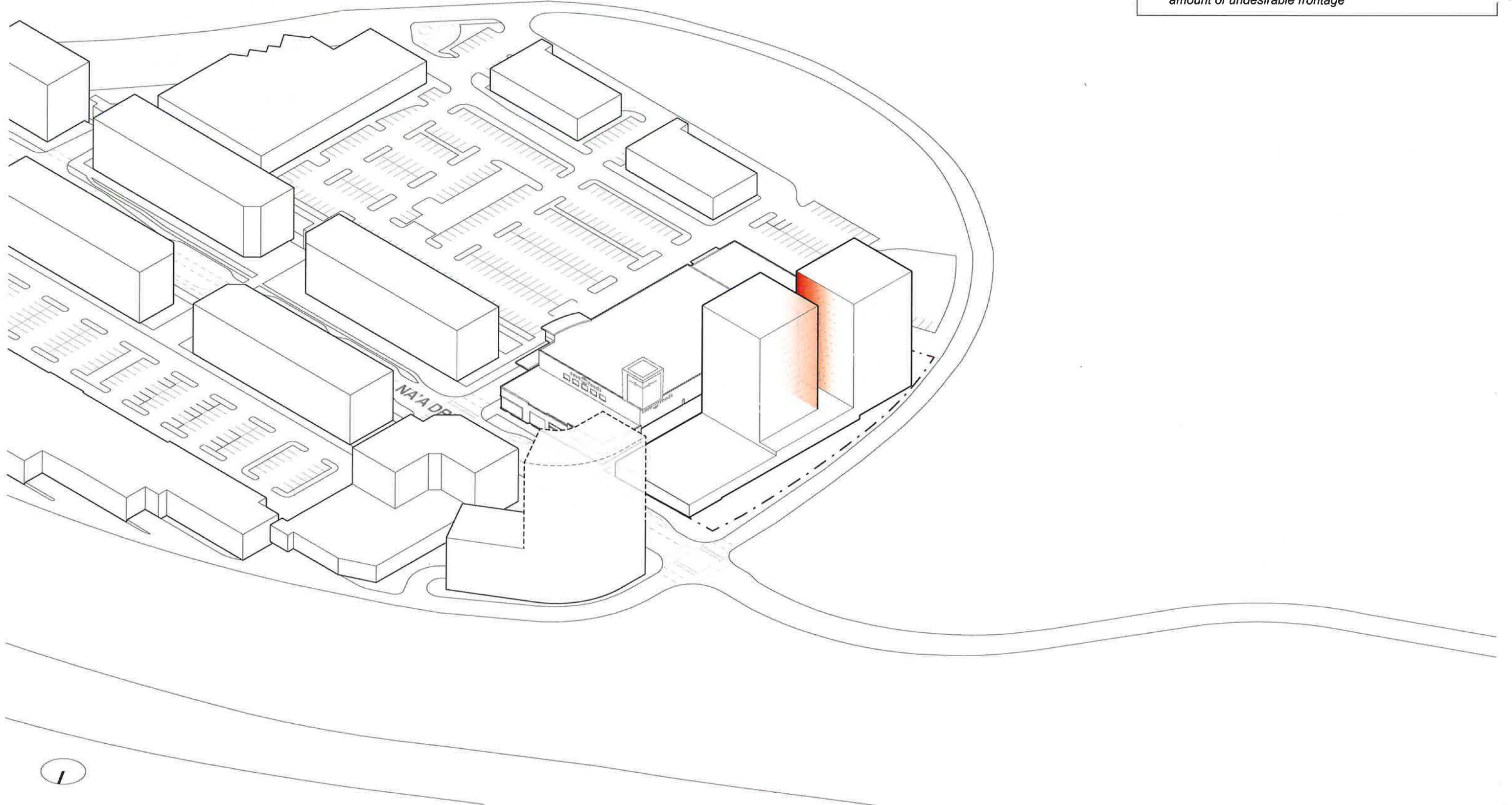
Underground parking is proposed to avoid large surface parking lots next to the natural area

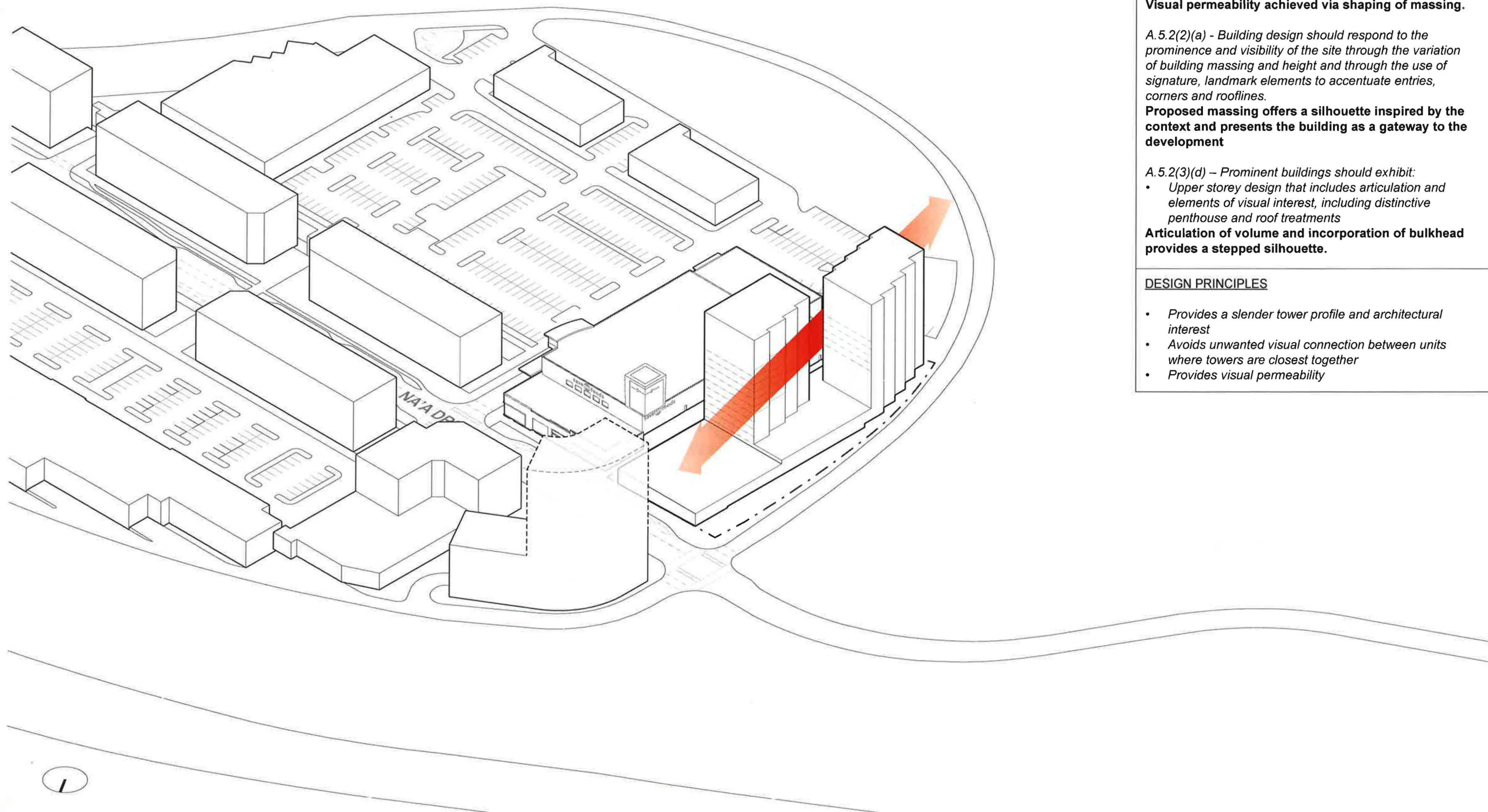
DESIGN PRINCIPLES

- Two towers rather than one to reduce massing and improve visual impact

DESIGN PRINCIPLES

- Given the restrictions of the site, placing two conventional 90' x 90' towers generates a significant amount of undesirable frontage





CANADA OLYMPIC PARK AREA STRUCTURE PLAN POLICY

A.5.2(3)(f) - Ensure that prominent buildings achieve suitable visual permeability to and from public vistas.
Visual permeability achieved via shaping of massing.

A.5.2(2)(a) - Building design should respond to the prominence and visibility of the site through the variation of building massing and height and through the use of signature, landmark elements to accentuate entries, corners and rooflines.

Proposed massing offers a silhouette inspired by the context and presents the building as a gateway to the development

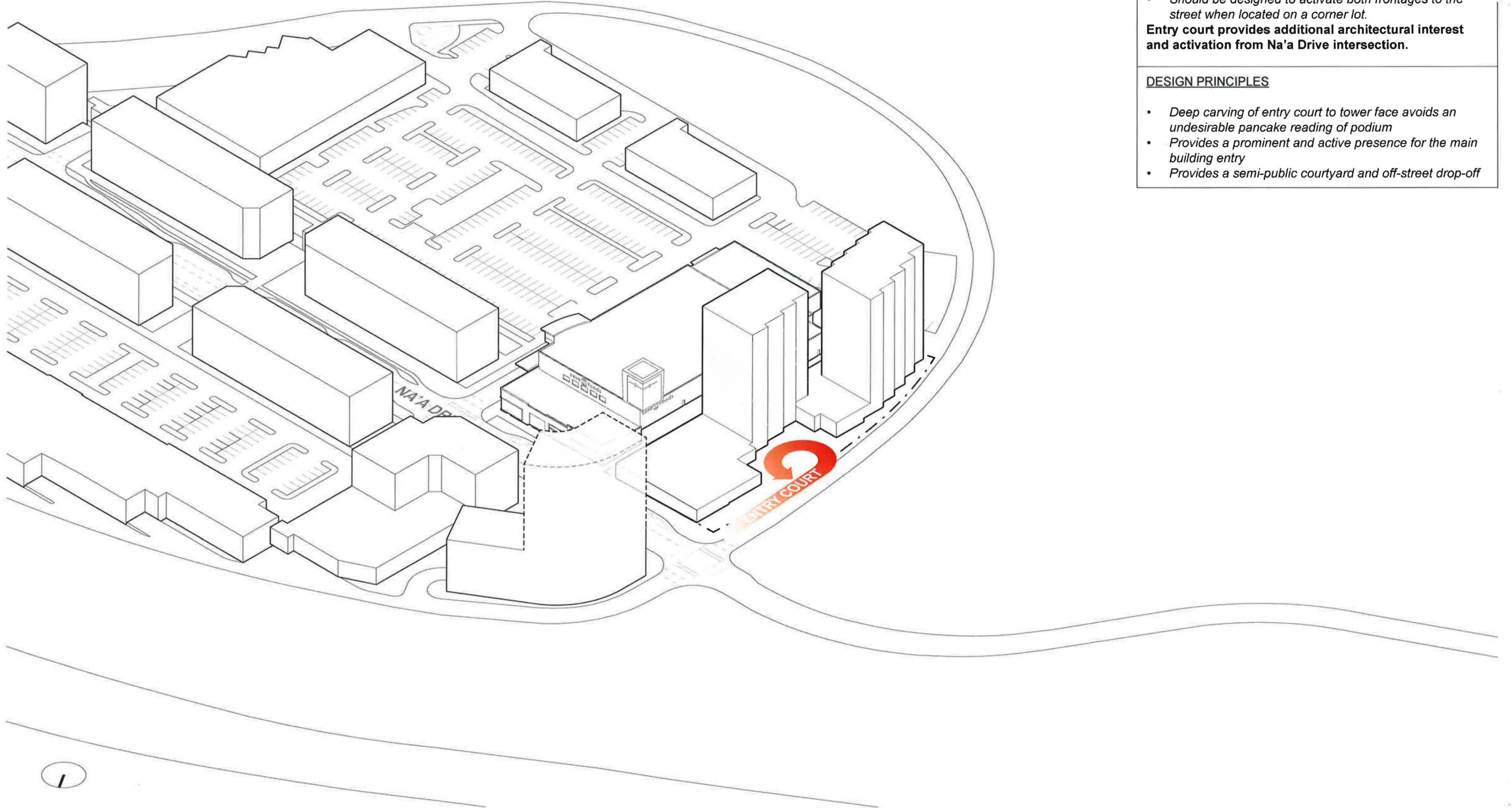
A.5.2(3)(d) - Prominent buildings should exhibit:

- Upper storey design that includes articulation and elements of visual interest, including distinctive penthouse and roof treatments

Articulation of volume and incorporation of bulkhead provides a stepped silhouette.

DESIGN PRINCIPLES

- Provides a slender tower profile and architectural interest
- Avoids unwanted visual connection between units where towers are closest together
- Provides visual permeability



CANADA OLYMPIC PARK AREA STRUCTURE PLAN POLICY

A.5.2(2)(b) - In order to activate the public realm, buildings located along the Main Streets:

- Should be designed to activate both frontages to the street when located on a corner lot.

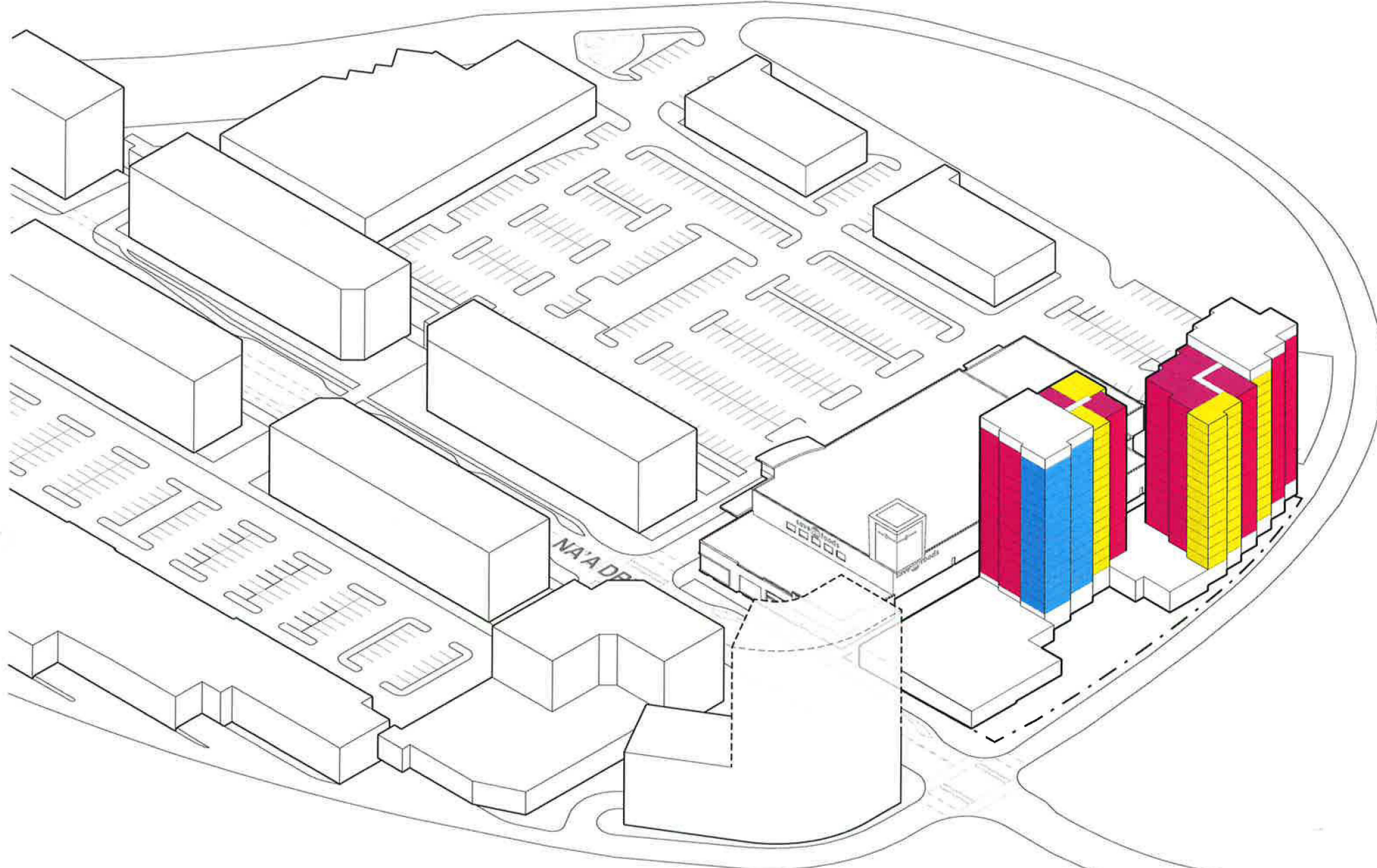
Entry court provides additional architectural interest and activation from Na'a Drive intersection.

DESIGN PRINCIPLES

- Deep carving of entry court to tower face avoids an undesirable pancake reading of podium
- Provides a prominent and active presence for the main building entry
- Provides a semi-public courtyard and off-street drop-off

DESIGN PRINCIPLES

- Unit count and unit mix provides opportunity for a variety of seniors households, lifestyles, and incomes

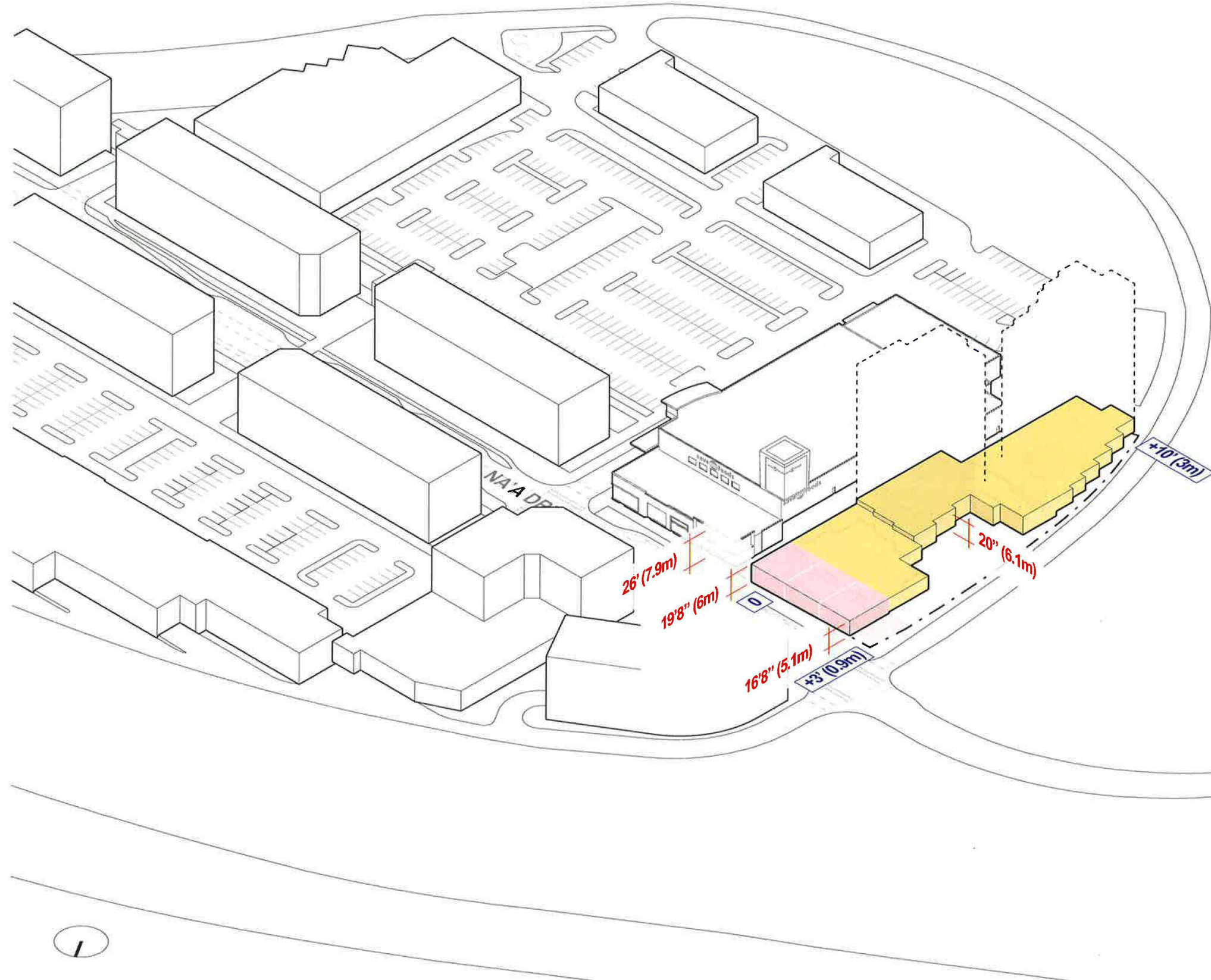


TOTAL: 280

1 BDRM (196)

1 BDRM + DEN (56)

2 BDRM (28)



CANADA OLYMPIC PARK AREA STRUCTURE PLAN POLICY

A.5.2(1)(c) - The design of buildings along the Commercial Main Streets (Na'a Drive) shall be designed to enhance and activate the public realm.

Policy has been met by providing shops along the Commercial Main Street.

A.5.2(1)(d) - Developments along the Commercial Main Streets should be designed with multiple uses, frequent entrances and transparent store fronts at grade. As a guideline, a typical storefront with of 10 metres is considered a useful benchmark for the Commercial Main Streets.

Policy has been met by having multiple uses, glazing along main street and 10m storefronts.

A.5.2(1)(m) - Building should incorporate slope adaptive development where appropriate

Podium floorplate is terraced.

A.5.2(2)(b) - In order to activate the public realm, buildings located along the Main Streets:

- Should provide narrow storefronts and frequent entries in commercial areas to help create strong visual interest

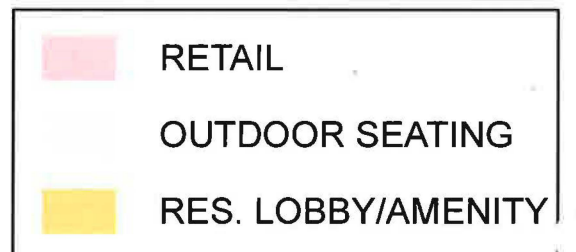
Narrow storefronts (10m) proposed

- Should be designed to activate both frontages to the street when located on a corner lot.

Policy has been met by providing shops that round the corner of the building.

DESIGN PRINCIPLES

- Provides opportunity for patio of public plaza at corner of Na'a Dr to enhance and activate public realm
- Matches retail building height along Na'a Drive for consistent pedestrian scale

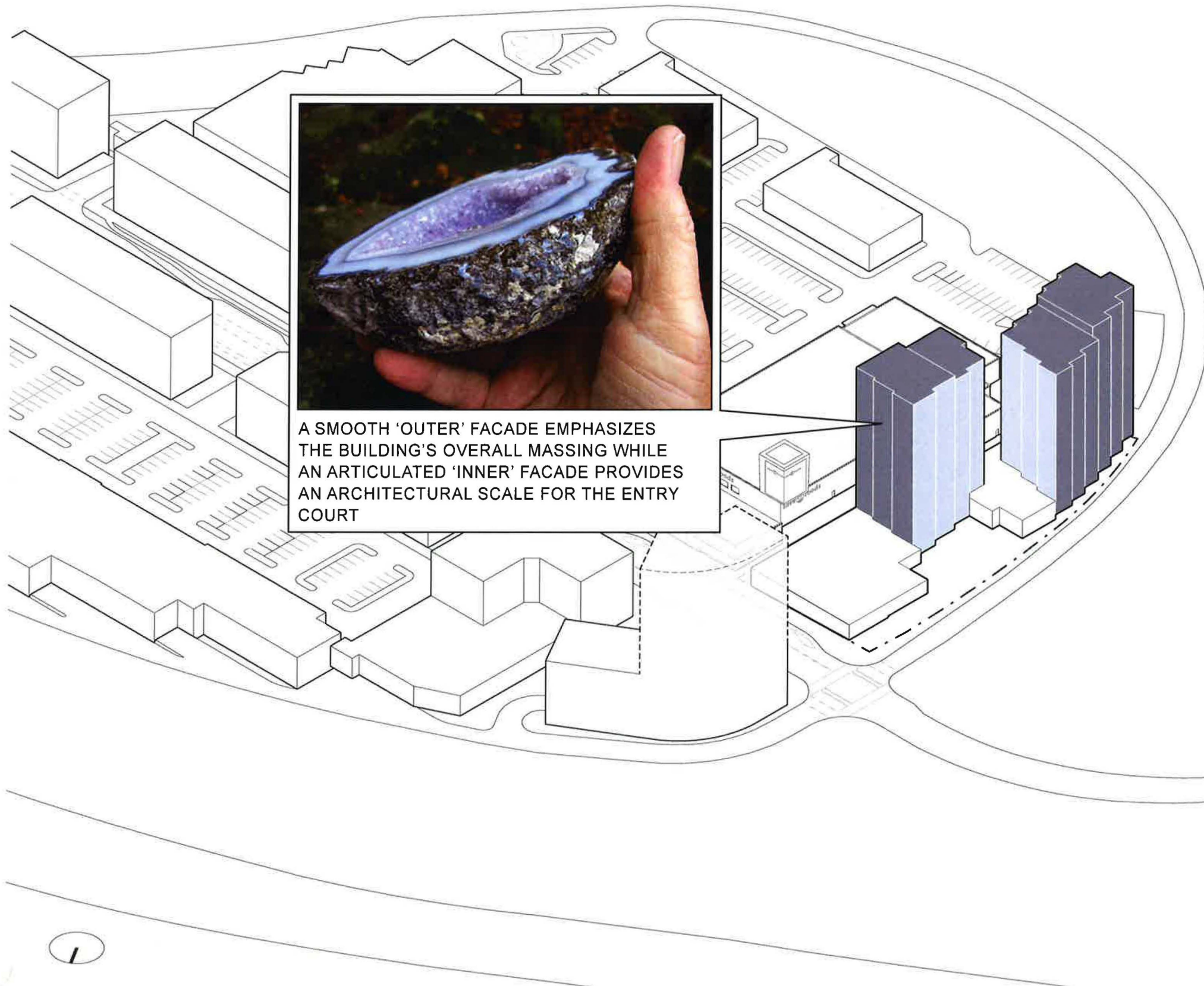


A.5.2(2)(a) - Building design should respond to the prominence and visibility of the site through the variation of building massing and height and through the use of signature, landmark elements to accentuate entries, corners and rooflines.

Proposed architectural concept offers a signature treatment that accentuates the residential entry and approach

DESIGN PRINCIPLES

- Two distinct treatments that cater to the building's two distinct characters; one of an icon that is to be seen from a distance, and one of a human-scaled urban unit that is to be experienced from street level





CANADA OLYMPIC PARK AREA STRUCTURE PLAN POLICY

A.5.2(1)(i) - High quality and well connected pedestrian routes should be provided within all sites.

Sidewalks are provided around the site that connect to the central pedestrian plaza as well as public walkways

A.5.2(2)(b) - In order to activate the public realm, buildings located along the Main Streets:

- Shall provide direct access to the public sidewalk from individual ground floor units that face the Main Streets

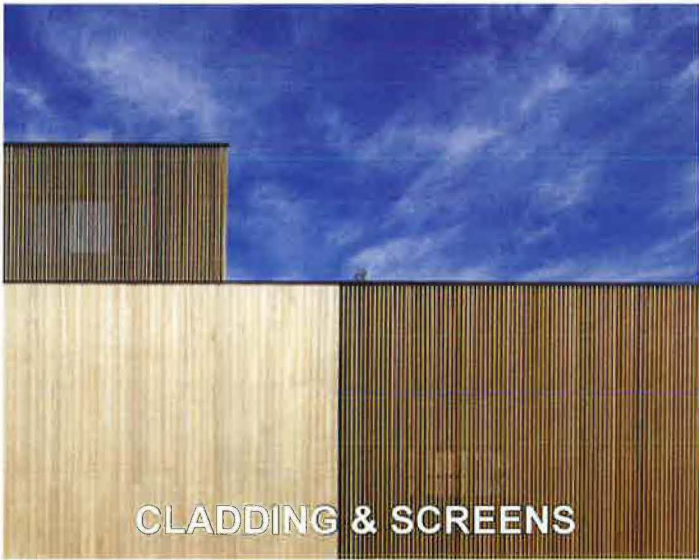
Policy has been met by providing shops along the Commercial Main Street.

DESIGN PRINCIPLES

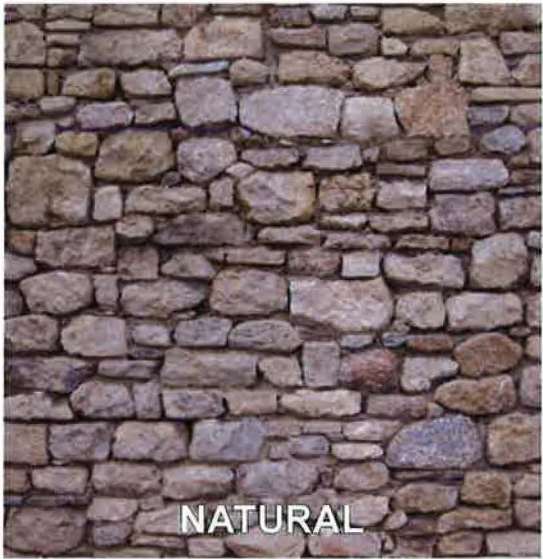
- Provides connection to well-connected perimeter sidewalk
- Provides a variety of outdoor spaces at different scales and levels of privacy
- Provides human-scaled podium articulation from which the towers 'grow'



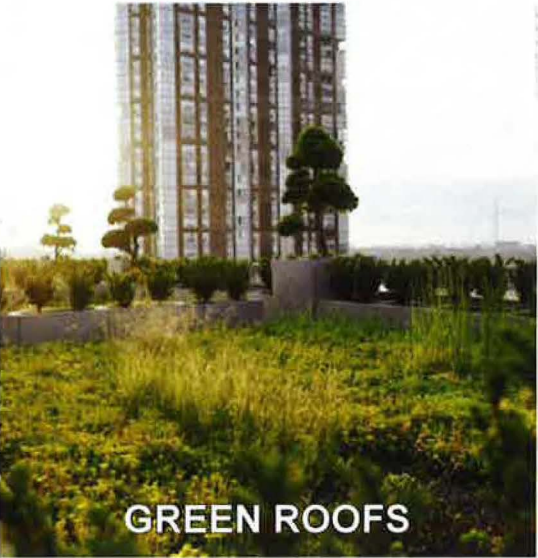
COMPOSITE & NATURAL WOOD

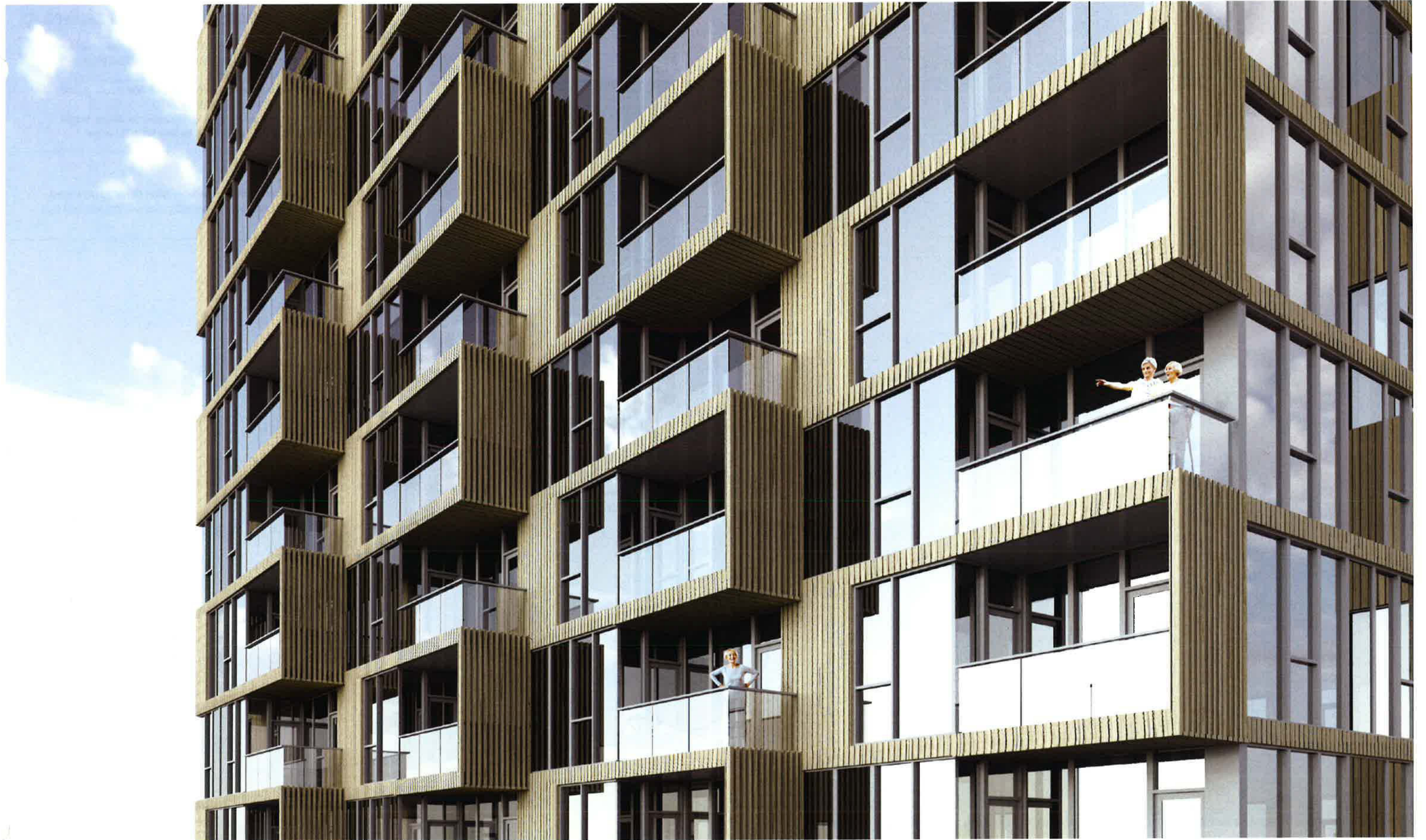


NATURAL STONE



LANDSCAPING





CANADA OLYMPIC PARK AREA STRUCTURE PLAN POLICY

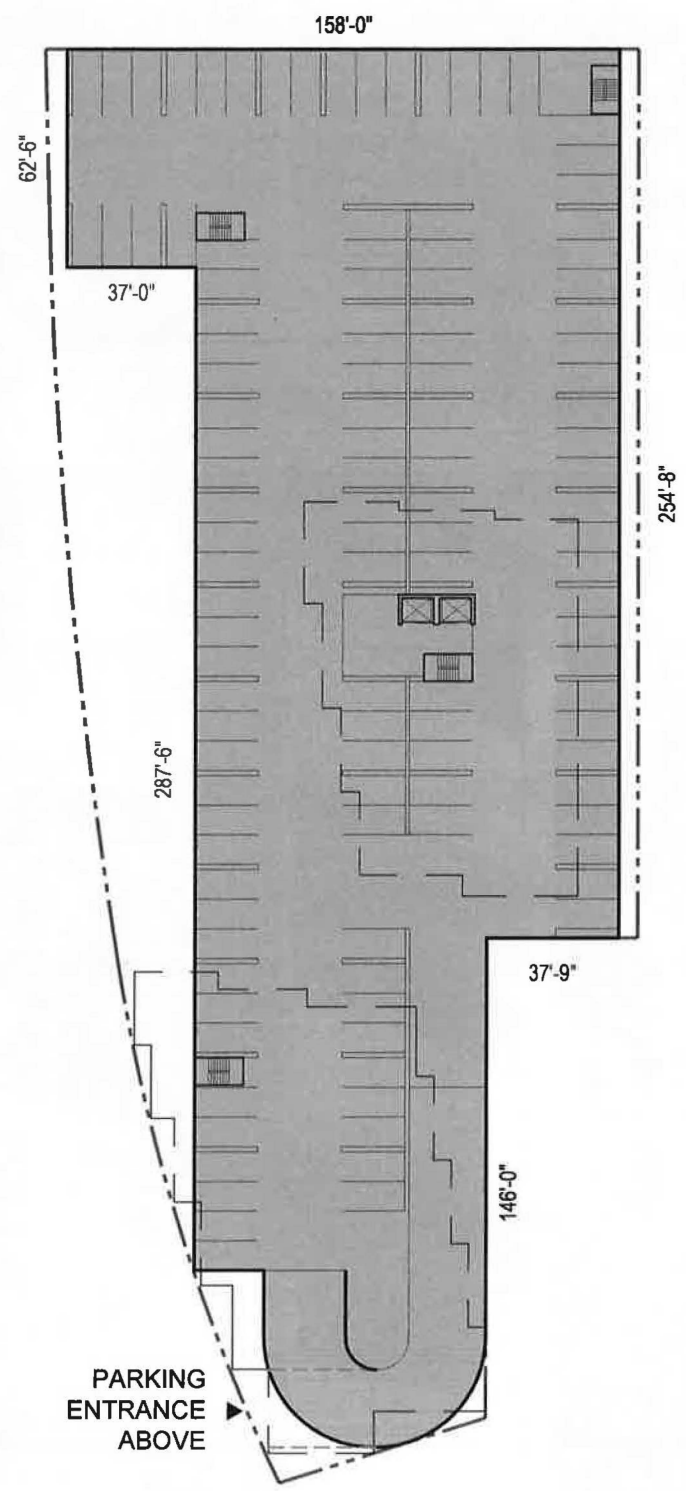
A.5.2(1)() - Development applications shall meet high levels of environmental leadership and low impact development including

- Minimize interface between surface parking and Paskapoo Slopes Natural Area

Underground parking is proposed to avoid large surface parking lots next to the natural area

DESIGN PRINCIPLES

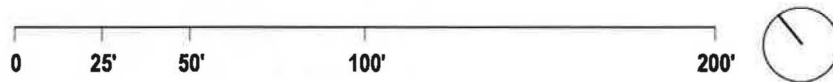
- Access to parking not from Na'a Drive to minimize interruptions to the pedestrian environment and bus stops



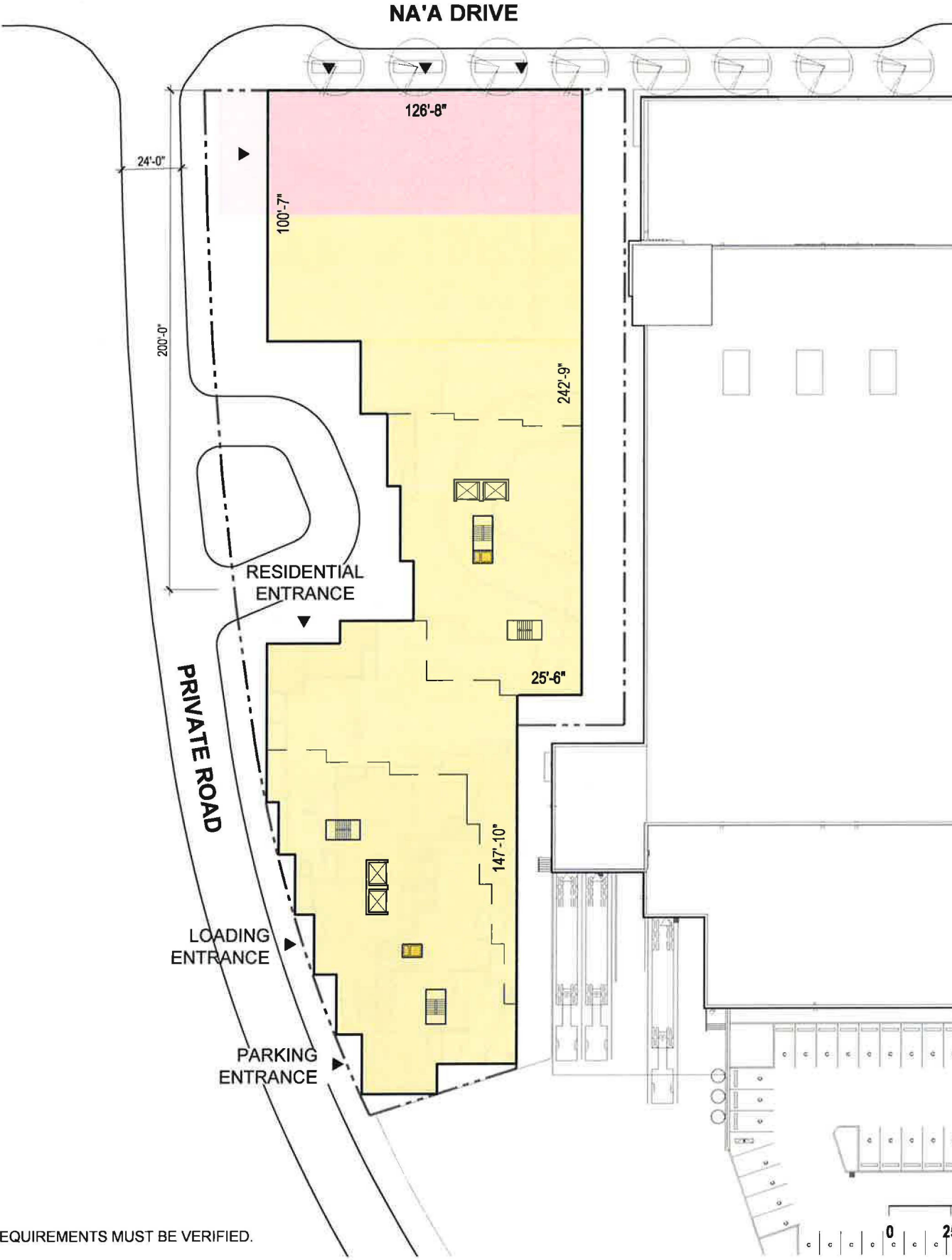
GFA: 43,800 SF

PARKING	
(REQUIRED=300+30+30+20=380)	
LEVEL 1	115
LEVEL 2	115
LEVEL 3	115
LEVEL 4	50 (HALF FLOOR)
TOTAL	395

THIS CONCEPTUAL STUDY IS FOR PLANNING PURPOSES ONLY.
SITE SPECIFIC INFORMATION SUCH AS SURVEY, EXISTING CONDITIONS, ZONING, AND CODE REQUIREMENTS MUST BE VERIFIED.



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Policy has been met by having multiple uses, glazing along main street and 10m storefronts.




A.5.2(1)(k) - Development applications shall meet high levels of environmental leadership and low impact development including

- *Methods to reduce wildlife conflicts*
- Internal garbage rooms are proposed to discourage wildlife**

DESIGN PRINCIPLES

- *Provides opportunity for patio of public plaza at corner of Na'a Dr to enhance and activate public realm*

GFA: 38,180 SF

-  RETAIL
-  OUTDOOR SEATING
-  RES. LOBBY / AMENITY
-  TRASH CHUTE

THIS CONCEPTUAL STUDY IS FOR PLANNING PURPOSES ONLY.
SITE SPECIFIC INFORMATION SUCH AS SURVEY, EXISTING CONDITIONS, ZONING, AND CODE REQUIREMENTS MUST BE VERIFIED.

TYPICAL RESIDENTIAL LEVEL



DESIGN PRINCIPLES

- Tower setback further from Na'a Drive to minimize shadow impact on shopping street
- Minimize visual impact by covering only 29% of site with prominent building
- Split building into two separate towers to minimize massing visual impact

GFA: 8,790 SF (A) + 7,095 SF (B)

RES. UNITS

UNIT MIX

	1 BDRM	1 BDRM+DEN	2 BDRM	UNITS
TOWER A	112	28	14	154
TOWER B	84	28	14	126
TOTAL	196	56	28	280





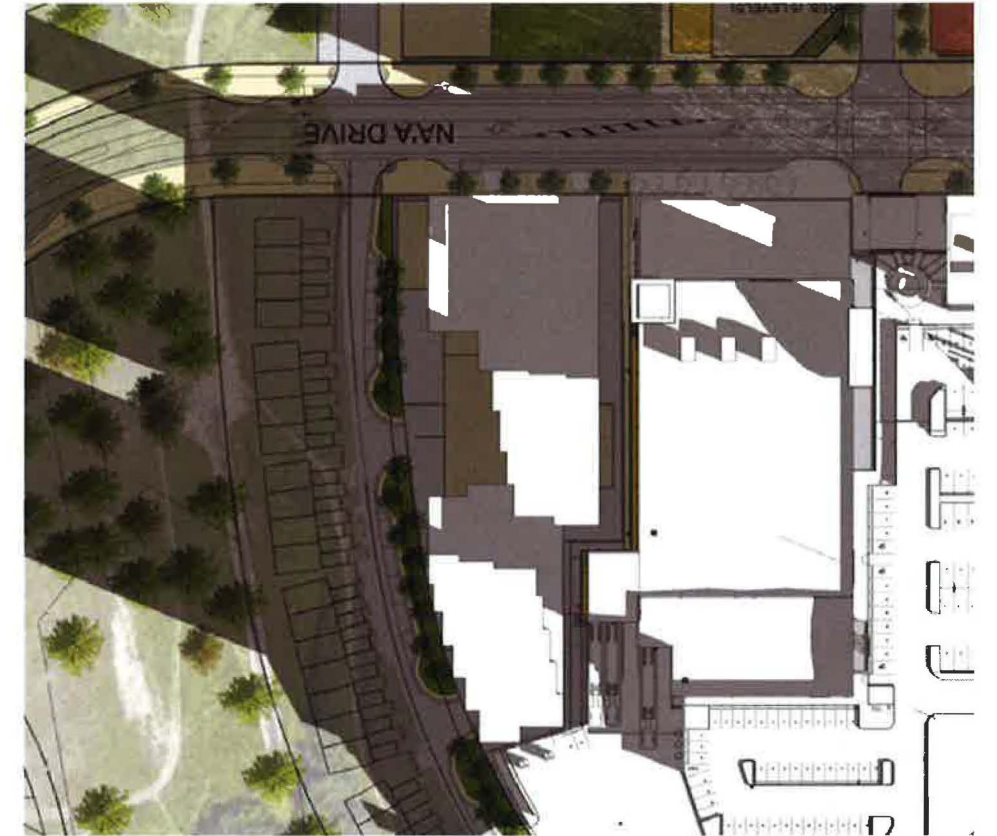
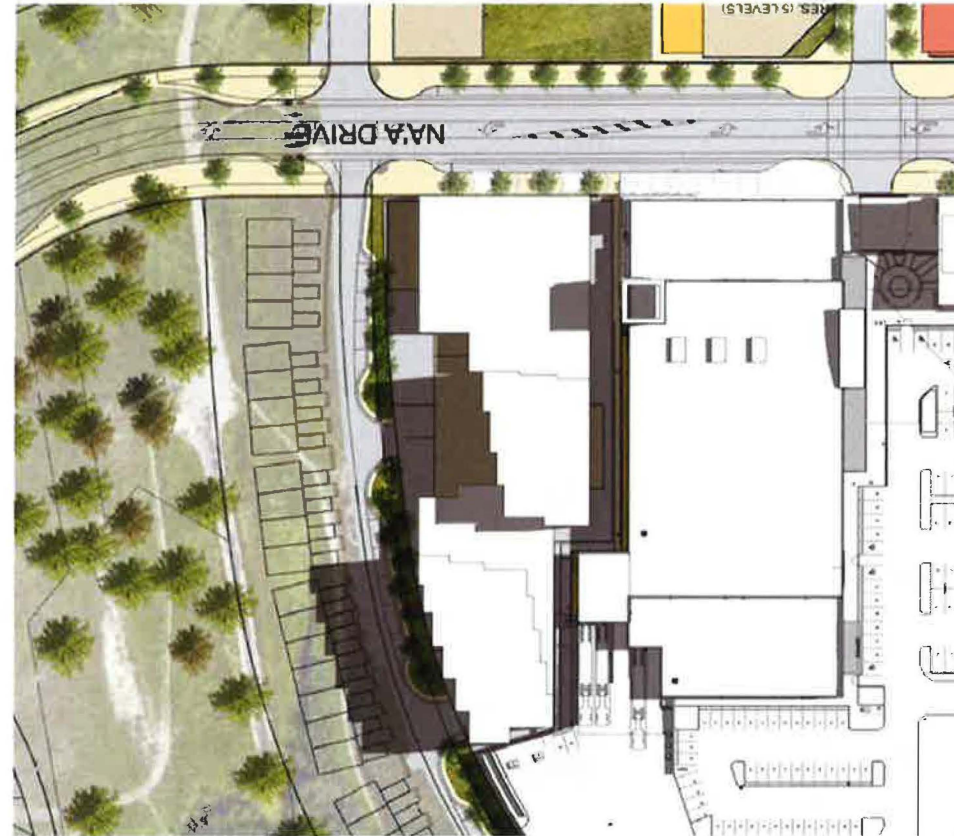
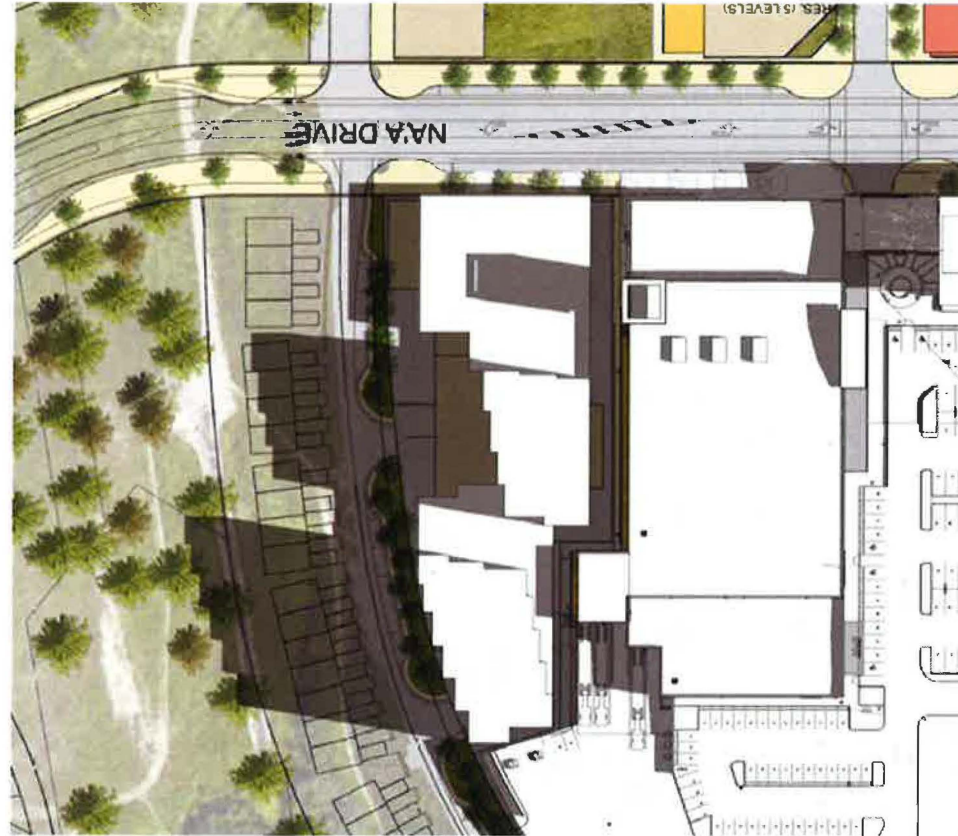


MARCH 21 / SEPT 21

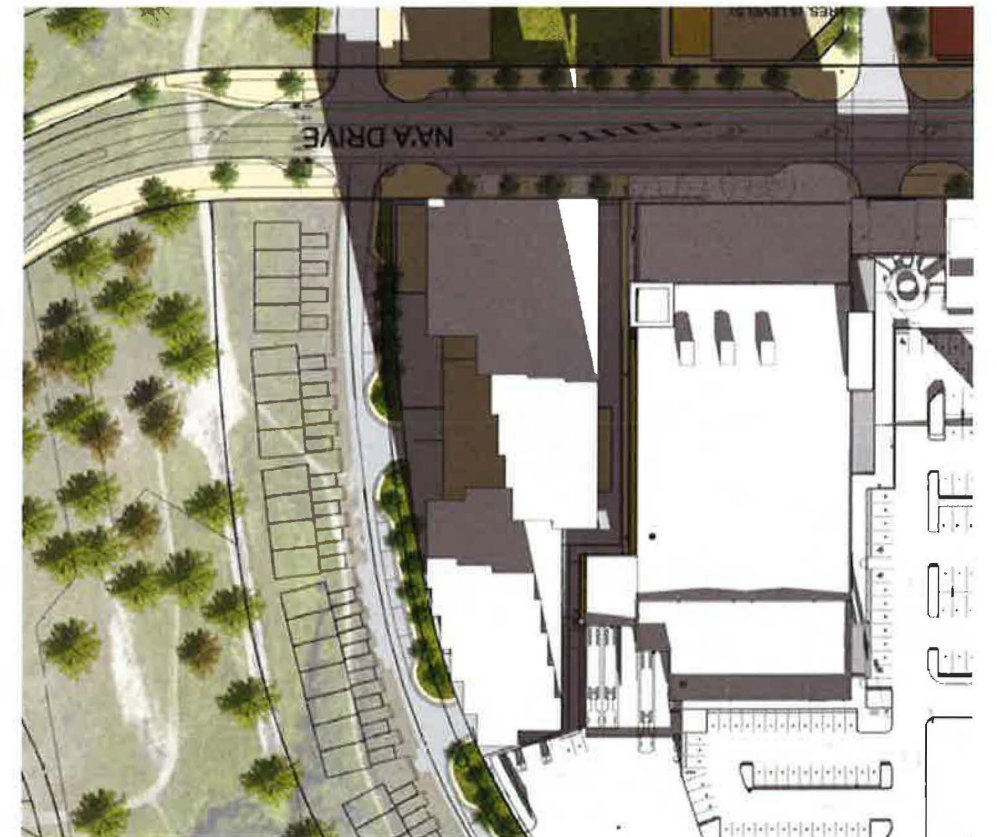
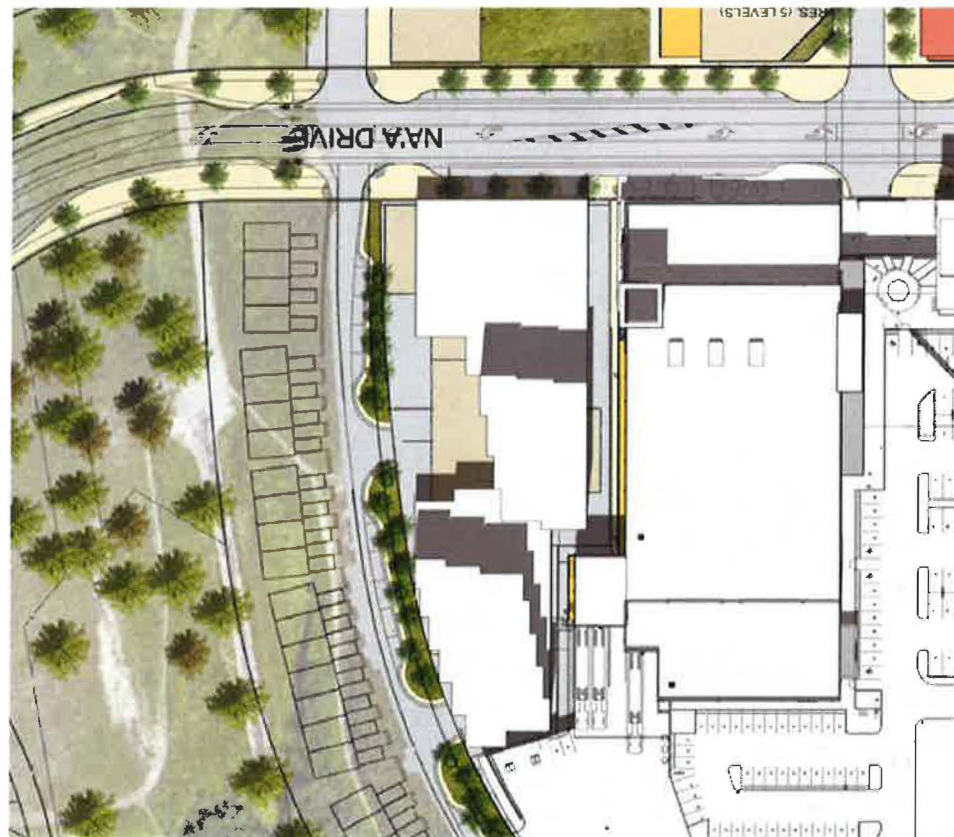
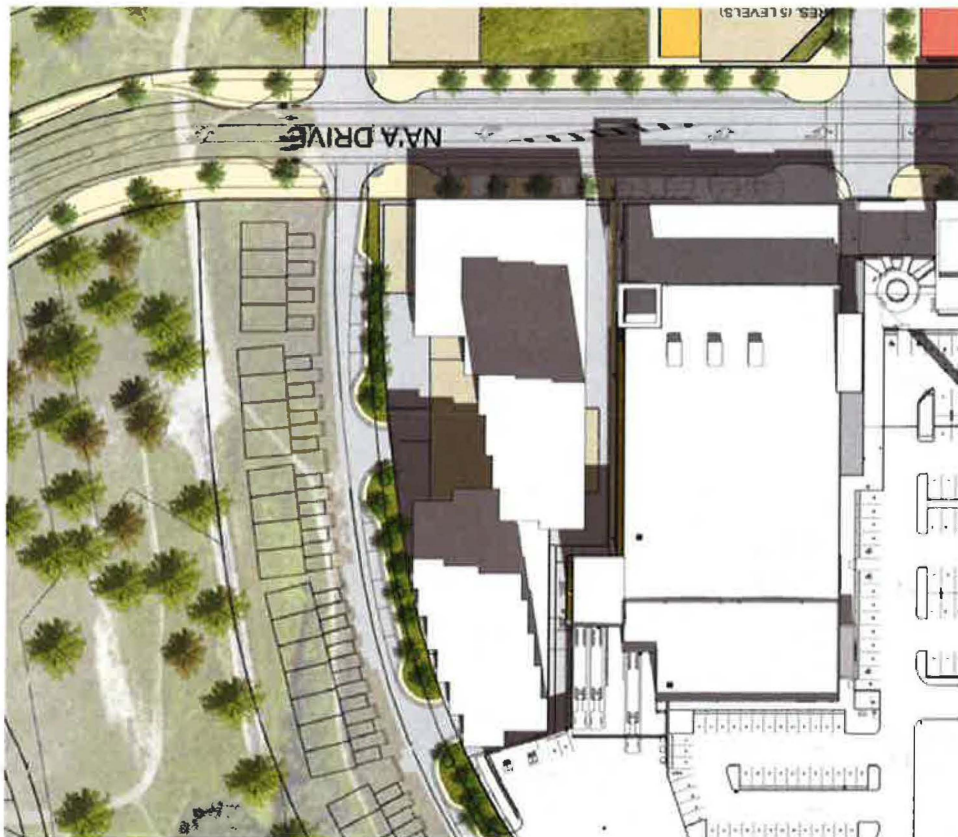
JUNE 21

DECEMBER 21

10:00 AM



2:00 PM





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