

**LAND USE AMENDMENT
SADDLE RIDGE (WARD 5)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST
BOULEVARD NE
BYLAW 43D2018**

MAP 14NE

EXECUTIVE SUMMARY

This land use amendment application in the community of Saddle Ridge seeks to allow for the future subdivision and development of a single parcel, including a local street network, public open space and a range of residential uses. The subject site is one of eight acreages in this part of Saddle Ridge still awaiting urban development. Previous outline plan and land use approvals have been granted by Calgary Planning Commission and Council respectively on four of the eight acreages; three to the north of 89 Avenue NE and one to the south of 89 Avenue NE.

The land use amendment application proposes to redesignate 1.39 hectares of land from a Special Purpose – Urban Development (S-FUD) District to Residential – Low Density Mixed Housing (R-G) District, Residential - Multi-Residential – At Grade Housing (M-G) District and Special Purpose – School, Park and Community Reserve (S-SPR) District.

This application has been applied for with the support of an outline plan to provide the subdivision layout and technical considerations for the site’s future development. The associated subdivision outline plan seeks to accommodate:

- a street network that allows for comprehensive development of the subject site and adjacent, currently undeveloped properties;
- approximately 19 single-detached dwellings (R-G);
- approximately 12 rowhouse units (M-G and R-G); and
- approximately 0.14 hectares of public park space (S-SPR).

PREVIOUS COUNCIL DIRECTION

None.

<p>ADMINISTRATION RECOMMENDATION(S)</p> <p>That Calgary Planning Commission recommends APPROVAL of the proposed Land Use Amendment.</p>	<p>2017 December 14</p>
<p>RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION</p> <p>That Council hold a Public Hearing on Bylaw 43D2018; and</p> <ol style="list-style-type: none"> 1. ADOPT the proposed redesignation of 1.39 hectares ± (3.43 acres ±) located at 6819 – 89 Avenue NE (Plan 731001, Block 6) from Special Purpose – Future Urban Development (S-FUD) District to Residential – Low Density Mixed Housing (R-G) District, Residential - Multi-Residential – At Grade Housing (M-G) District and Special Purpose – School, Park and Community Reserve (S-SPR) District, in accordance with 	

**LAND USE AMENDMENT
SADDLE RIDGE (WARD 5)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST
BOULEVARD NE
BYLAW 43D2018**

MAP 14NE

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|---|
| Administration's recommendation; and |
| 2. Give three readings to the proposed Bylaw 43D2018. |

REASON(S) FOR RECOMMENDATION:

The proposed land use redesignation is in keeping with applicable policies identified in the Municipal Development Plan and the Saddle Ridge Area Structure Plan (ASP). The proposal allows for a public open space and a mix of housing types that meet and exceed the minimum residential density requirement identified in the Saddles Ridge ASP. Additionally, the proposal allows for a more efficient use of the existing land, and facilitates development that can function independently as well as integrate with future development in the area.

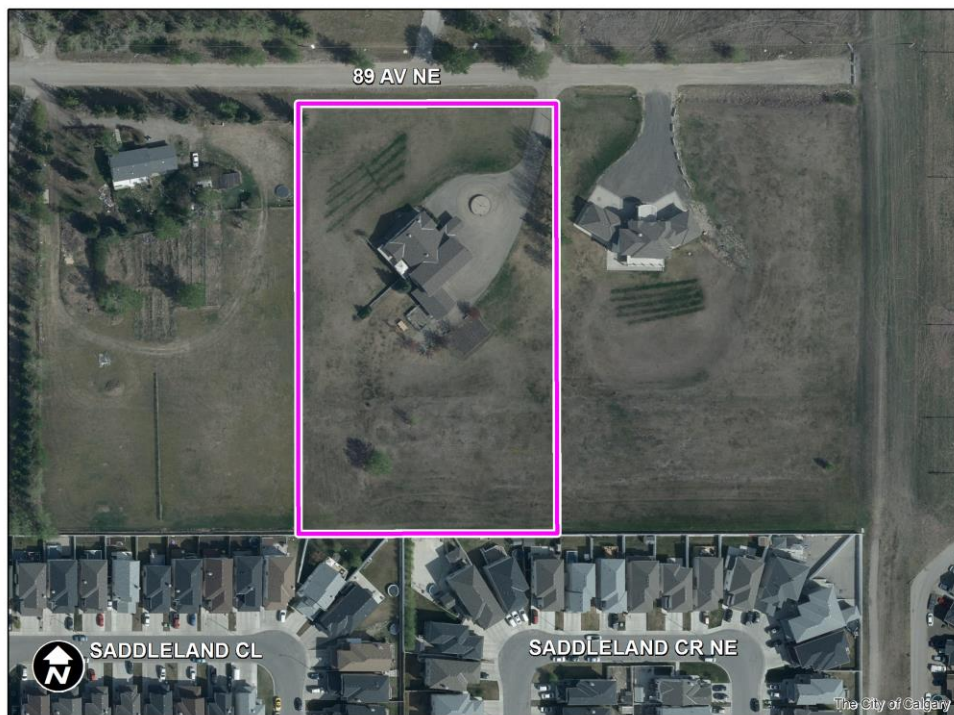
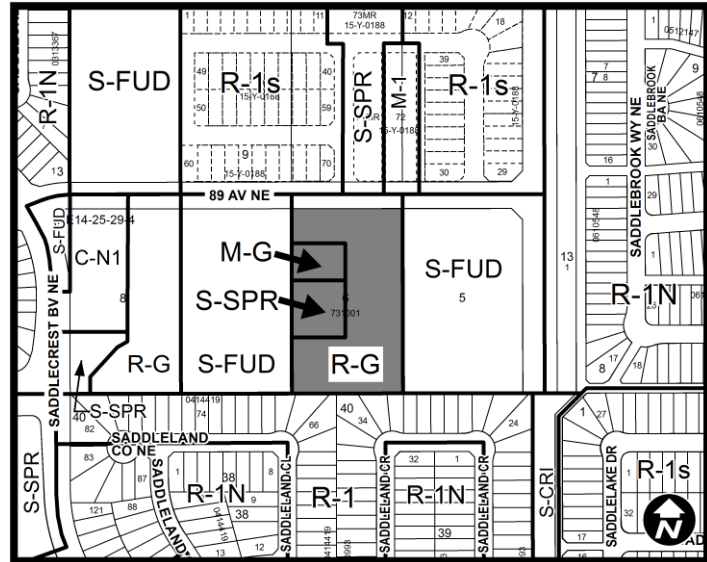
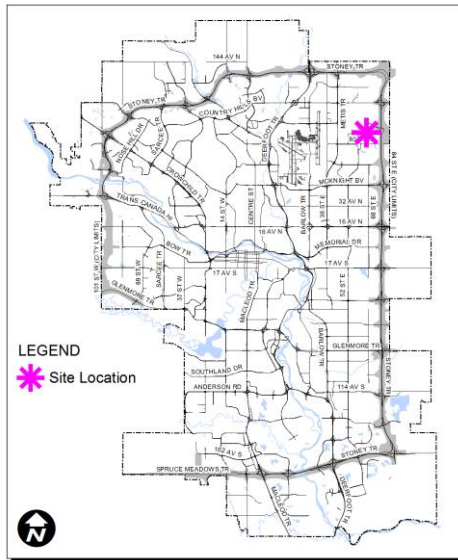
ATTACHMENT

1. Proposed Bylaw 43D2018.

LAND USE AMENDMENT
SADDLE RIDGE (WARD 5)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST
BOULEVARD NE
BYLAW 43D2018

MAP 14NE

LOCATION MAPS



LAND USE AMENDMENT
SADDLE RIDGE (WARD 5)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST
BOULEVARD NE
BYLAW 43D2018

MAP 14NE

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 1.39 hectares ± (3.43 acres ±) located at 6819 – 89 Avenue NE (Plan 731001, Block 6) from Special Purpose – Future Urban Development (S-FUD) District **to** Residential – Low Density Mixed Housing (R-G) District, Residential - Multi-Residential – At Grade Housing (M-G) District and Special Purpose – School, Park and Community Reserve (S-SPR) District.

Moved by: C. Friesen

Carried: 7 – 0

Absent: Ms. Juan left the room due to a pecuniary conflict of interest and did not take part in the discussion or voting, and Mr. Palmiere.

2017 December 14

MOTION:

The Calgary Planning Commission accepted correspondence from:

- QuantumPlace Developments Ltd dated 2017 December 12;

as distributed, and directs it to be included in the report as APPENDIX V.

Moved by: J. Gondek

Carried: 7 – 0

Absent: Ms. Juan left the room due to a pecuniary conflict of interest and did not take part in the discussion or voting, and Mr. Palmiere.

LAND USE AMENDMENT
SADDLE RIDGE (WARD 5)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST
BOULEVARD NE
BYLAW 43D2018

MAP 14NE

Applicant:

Civil Engineering Solutions

Landowner:

1976722 Alberta Ltd (Sada
Investments Ltd)

PLANNING EVALUATION

SITE CONTEXT

The subject site is located in the community of Saddle Ridge to the east of Saddlecrest Boulevard NE and directly south of 89 Avenue NE. Lands in the general vicinity of the subject site had developed in early 2000's as primarily low density residential. A future Community Activity Centre and the 88 Avenue NE LRT station is planned for lands located approximately 800 metres to the west. The following table highlights the community's population statistics.

Saddle Ridge	
Peak Population Year	2016
Peak Population	19,256
2016 Current Population	19,256
Difference in Population (Number)	0

The parcel is relatively flat and developed with a single detached dwelling. No significant vegetation exists on the site.

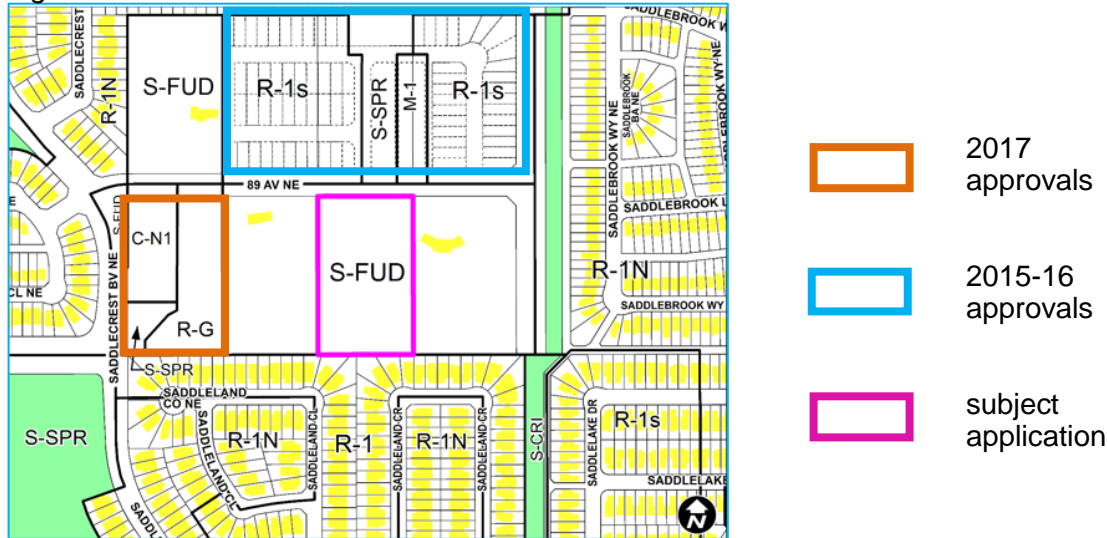
Surrounding development includes single detached dwellings (R-1N) to the south and west across Saddlecrest Boulevard NE. Both of the neighbouring acreages to the west and east contain a single detached dwelling.

Land use/outline plans for three of the four acreages north of 89 Avenue NE were approved in 2015 and 2016 (LOC2012-0065). The anticipated development will include low density residential uses, one multi-residential site and one municipal reserve site which will provide a connection with the school site to the north. Land use/outline plan including a mix of residential and commercial uses was also approved at the corner of Saddlecrest Boulevard NE and 89 Avenue NE on 2017 September 11 (LOC2014-0074). See Figure 1 on page 5 and Appendix V and VI of this report for additional details.

LAND USE AMENDMENT
 SADDLE RIDGE (WARD 5)
 SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST
 BOULEVARD NE
 BYLAW 43D2018

MAP 14NE

Figure 1



LAND USE DISTRICTS

The existing Special Purpose – Future Urban Development (S-FUD) District is intended to protect lands for future urban forms of development by restricting premature subdivision of parcels of land. Since this area has local area policy and there are no growth management concerns, an application to redesignate this land for urban development is appropriate. This application proposes to redesignate the subject site from a Special Purpose – Future Urban Development (S-FUD) District to three different land use districts (Figure 2).

Figure 2

	Max density	Min density	Max building height	Anticipated # of units	Maximum # of units
R-G (1.05ha)	N/A	N/A	11 m	25	36
M-G (0.13ha)	80	35	13 m	6	7
S-SPR (0.21ha)	N/A	N/A	N/A	N/A	N/A

1. Special Purpose–School, Park & Community Reserve (S-SPR) District (0.21 ± ha; 0.51 ± ac)

A portion of the site will be taken as a Municipal Reserve (MR) parcel at the time subdivision. As such, approximately 0.21 hectare portion of the site is proposed to be redesignated to a Special Purpose – School, Park, and Community Reserve (S-SPR) District. Careful consideration was given to the location and use of this future MR site. The proposed location was chosen to:

**LAND USE AMENDMENT
SADDLE RIDGE (WARD 5)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST
BOULEVARD NE
BYLAW 43D2018**

MAP 14NE

- a) facilitate expansion of the park to the east in parallel with the future subdivision and development of adjacent lands;
- b) maximize the use of, activate and provide “eyes” on the park;
- c) provide a centrally located and connected amenity for the future neighbourhood; and
- d) leverage the future multi-residential uses proposed to the north of this future park space.

2. Multi-residential – At Grade Housing (M-G) District (0.13 ± ha; 0.32 ± ac)

A Multi-residential – At Grade Housing (M-G) District is proposed directly to the north of the proposed public park. The proposed M-G District is primarily intended to accommodate multi-residential development within townhouse and rowhouse building forms. The multi-residential district was chosen in this location to leverage the proposed park space and facilitate an active edge along the future MR site.

The proposed M-G district allows for a maximum building height of 13 metres. The M-G District requires a minimum density of 35 units per hectare or four units on this portion of the site. Seven units or 80 units per hectare is the maximum residential density that may be achieved on this portion of the site. Single-detached, semi-detached and duplex dwellings are not allowed in the M-G District.

3. Residential – Low Density Mixed Housing (R-G) District (1.05 ± ha; 2.59 ± ac)

A Residential – Low Density Mixed Housing (R-G) District is proposed on the remainder of the site. The proposed R-G District is intended to accommodate a wide range of residential development such as single-detached, semi-detached as well as rowhouse and duplex dwellings. Secondary suites and backyard suites are also allowed in the R-G District.

The Applicant identified the intent to develop the eastern and southern R-G portion of the plan area with single-detached dwellings. A rowhouse building is anticipated to be developed on the north-west R-G portion of the plan area.

Land Use Evaluation

The proposed distribution and mix of residential land uses proposed on this site allow for an appropriate mix of housing types that exceed the minimum residential density requirements identified in the Saddle Ridge ASP. The proposed location of S-SPR facilitates a strategically located public park space that may be leveraged by a future multi-residential development to the north of the park space. Overall, the proposed land use designations are complimentary to and facilitate future integration with the remainder of undeveloped lands in the area (Appendix IV).

**LAND USE AMENDMENT
SADDLE RIDGE (WARD 5)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST
BOULEVARD NE
BYLAW 43D2018**

MAP 14NE

LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP)

The site is located within the “City, Town” area as identified on Schedule C: South Saskatchewan Regional Plan Map in the South Saskatchewan Regional Plan (SSRP). The SSRP makes no specific reference to this site. The land use proposal is consistent with the SSRP policies including the Land Use Patterns policies (subsection 8.14).

Municipal Development Plan (statutory - 2009)

The subject site is located within the Residential - Developing - Planned Greenfield with Area Structure Plan (ASP) area, according to Map 1 Urban Structure of the Municipal Development Plan (MDP). ASPs existing prior to the adoption of the MDP are to be considered appropriate policies to provide specific direction for the development of respective communities.

The proposal contributes to creating a complete community through providing flexible residential districts, a public open space and a street network designed to facilitate pedestrian and vehicular movement in the area. The MDP establishes intensity targets for new communities in Future Greenfield Areas (those areas that do not yet have a local area plan). It sets out a minimum intensity threshold of 60 people and jobs per hectare. While this parcel is in an area with a local area plan, the proposed intensity of the development will meet this general intensity minimum of the MDP.

Saddle Ridge Area Structure Plan (statutory - 1984)

The subject property is located within Cell C of the Saddle Ridge ASP and is identified as Residential land use on Map 6: Land Use Plan. Residential areas are intended for residential and associated land uses as listed in Section 4.2. The ASP states a minimum residential density of 17.3 units per gross developable hectare must be achieved within a community. The proposal has the ability to meet and exceed this residential density requirement. While the proposed land use mix can achieve a residential density of approximately 31 units per hectare, it is anticipated the proposed land use mix will result in approximately 22 units per hectare.

Transit Oriented Development (TOD) Policies Guidelines (non-statutory - 2004)

Although the subject site is just beyond the 600 metre radius of the future 88 Avenue NE LRT station, the proposal was reviewed against the Transit Oriented Development Policy Guidelines.

Guidelines 4.1 and 6.1 of the document encourage quality pedestrian connections and development including transit-supportive land uses. The proposal allows for:

- a variety of housing form;
- development flexibility over time;
- density that will exceed the existing residential densities of the surrounding residential area; and

**LAND USE AMENDMENT
SADDLE RIDGE (WARD 5)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST
BOULEVARD NE
BYLAW 43D2018**

MAP 14NE

- a grid-like street network with sidewalks on both of the streets.

TRANSPORTATION NETWORKS

The subject area has access to the nearby arterial and skeletal road networks within the broader community. Stoney Trail (to and from the south) is currently accessible via Airport Trail NE. There is accessibility to 60 Street NE via 88 Avenue NE. Metis Trail NE will soon be accessible via an extension of 88 Avenue NE which is currently being constructed.

Transit service is currently available in the area. Bus route 159 provides connection to the Saddletowne LRT station, with stops located within 400 metres of the plan area. The future 88 Avenue NE Station (extension of Blue Line LRT) will be just beyond 600 metres of the plan area. Saddlecrest Boulevard NE is an existing primary collector roadway. Additionally, 89 Avenue NE is classified as a 22.5 metre modified collector with sidewalks on both sides of the street and a median required to accommodate emergency access.

The proposed internal street networks within this plan area consist of:

- Saddlecrest Grove NE – 16 metre residential street standard with sidewalks both sides of the street.
- Saddle Manor NE – 16 metre residential street standard with sidewalks on both sides of the street.
- North-south lane – 7 metre right-of-way intended to provide vehicular access to proposed R-G parcels.
- East-west lane – 7 metre right-of-way designed to provide vehicular access to the proposed M-G and R-G sites.

A Transportation Impact Assessment was not required for this application; however Transportation has recently reviewed the impact of full-build for this and the adjacent 7 parcels and confirmed that the network proposed is appropriate. A TIA may be required at the subsequent development permit stage to determine potential improvements to the adjacent street network.

UTILITIES & SERVICING

Sanitary, storm and water services are available to service the subject site.

ENVIRONMENTAL ISSUES

No environmental issues have been identified at this time.

**LAND USE AMENDMENT
SADDLE RIDGE (WARD 5)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST
BOULEVARD NE
BYLAW 43D2018**

MAP 14NE

ENVIRONMENTAL SUSTAINABILITY

Administration's review of this application focused the following general sustainability objectives:

- Efficient and flexible use of land.
 - The proposed M-G District does not allow for low density residential uses; R-G District provides flexibility over time.
- Enabling comprehensive development of the area.
 - proposed land use and associated street pattern provides a framework for development which may function independently as well as integrate with future, adjacent development in the area.
- Connected community.
 - The associated outline plan facilitates a grid-like block pattern with sidewalks on both sides of the street; Lanes are proposed to limit impact of residential driveway on public sidewalks.
- Maximizing the use of the proposed green space.
 - The location of the proposed MR site is intended to allow for its expansion in the future; the location of the M-G site will facilitate an active edge along this park space.

GROWTH MANAGEMENT

The proposed development does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

PUBLIC ENGAGEMENT

Community Association Comments

The Saddle Ridge Community Association (SRCA) was circulated at the outset of the application review in 2017 January 4. In addition, the SRCA was provided with an opportunity to comment of the most recent version of the proposed land use/outline plan in 2017 November. The SRCA expressed concerns focused on potential impacts the anticipated development intensity may have on the function of the existing 89 Avenue NE & Saddlecrest Boulevard NE intersection (APPENDIX II).

**LAND USE AMENDMENT
SADDLE RIDGE (WARD 5)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST
BOULEVARD NE
BYLAW 43D2018**

MAP 14NE

Citizen Comments

One letter has been received objecting to the proposed north/south lane due to the following:

1. Crime
 - Saddleridge already experiences high crime rates and CPTED design principles should be made a higher priority;
 - Rear laneways do not have street lighting and experience a low level of pedestrian activity (a known deterrence to crime);
 - In nearby developments to the east, which include laned-product, crime is prevalent in the laneways. The existing land owner has witness an increase in prostitution, automobile theft, and break-ins.
2. There are very few other lanes proposed in the Saddlecrest area
 - The only lanes proposed are associated with multi-residential sites and were used as a design solution to infill development in a fragmented (small parcel) development area.
3. Due to the width of the parcel (measuring east/west it is 175 feet or 53.34 metres) at 6827 - 89 Avenue NE, the laneway makes development of the interior parcels awkward, or potentially prohibitive.

Public Meetings

No public meetings were held by either the Applicant or Administration.

**LAND USE AMENDMENT
SADDLE RIDGE (WARD 5)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST
BOULEVARD NE
BYLAW 43D2018**

MAP 14NE

APPENDIX I

APPLICANT'S SUBMISSION

We hereby take this opportunity to submit this application to allow for the development and future subdivision in the NE of Calgary. The location of this subdivision is 6819 89th Avenue Ne Calgary, Block 6, Plan 731 001. The location is surrounded by existing subdivisions and is accessible by a developed road system and has the City amenities servicing the community.

Main amenities are the transit network and the utilities. In addition the site is south of 89th Avenue NE and 89th Ave is being developed to a dual carriageway road standard as part of the 72 lot subdivision north of 89th avenue. The 72 lot subdivision has been approved by the City and will be implemented this summer as all City approvals are completed.

This is an attractive area and great for families. There are parks, schools, recreational facilities and shops all within walking distance. Lots east and west of the proposed site, stand to benefit for future planning of subdividing these lots and set planning procedures and concepts.

The parcel size is 1.39 ha and has an existing house and driveway and potentially covered by grass and some trees. This application is to redesignate and subdivide the existing parcel to the following designations:

- R-G - Residential Single family, 19 lots. These have an option of being multifamily. Area 0.66ha.
- M-G - Multifamily, with a maximum of 7 units. Area 0.095ha.
- R-G – Row House, 6 units. There have an option of being single family. Area 0.09ha.

Area's totaling 0.145 ha have been put aside for S-SPR (MR) green space as per City of Calgary Landuse Redesignation requirements.

**LAND USE AMENDMENT
SADDLE RIDGE (WARD 5)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST
BOULEVARD NE
BYLAW 43D2018**

MAP 14NE

APPENDIX II

LETTERS SUBMITTED

Saddle Ridge Community Association
#27 7555 Falconridge Blvd NE
T3J 0C9

November 15, 2017

Re: LOC2016-0196

The Saddle Ridge Community Association is concerned that the increased number of units proposed for this development will increase the pressure on the intersection of 89th Avenue NE and Saddlecrest Boulevard NE, which is already perceived as a problem due to its unfinished state.

We assume the plans for the park area remain as they were on the previously submitted.

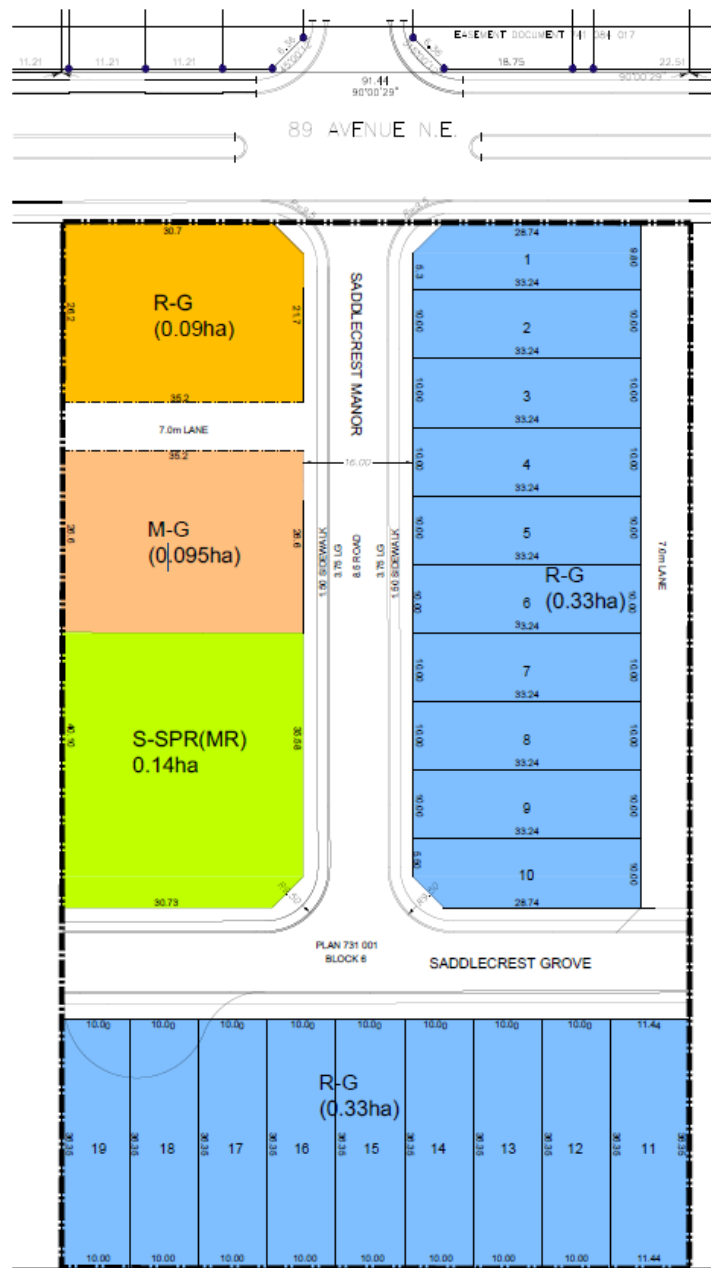
Judy Brown
Land Use Chairman
Saddle Ridge Community Association

LAND USE AMENDMENT
 SADDLE RIDGE (WARD 5)
 SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST
 BOULEVARD NE
 BYLAW 43D2018

MAP 14NE

APPENDIX III

OUTLINE PLAN

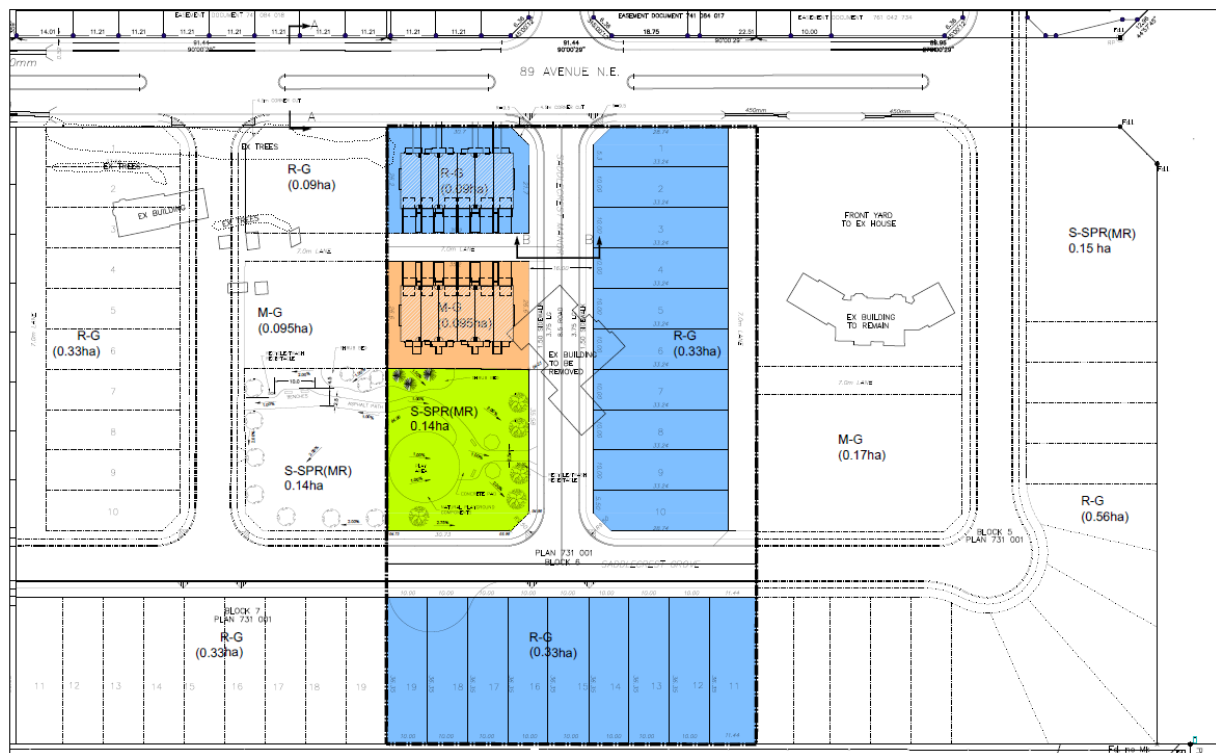


LAND USE AMENDMENT
SADDLE RIDGE (WARD 5)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST
BOULEVARD NE
BYLAW 43D2018

MAP 14NE

APPENDIX IV

SHADOW PLAN



LAND USE AMENDMENT
SADDLE RIDGE (WARD 5)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST
BOULEVARD NE
BYLAW 43D2018

MAP 14NE

APPENDIX IV

APPLICATION CONTEXT



LAND USE AMENDMENT
SADDLE RIDGE (WARD 5)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST
BOULEVARD NE
BYLAW 43D2018

MAP 14NE

APPENDIX V



QUANTUMPLACE DEVELOPMENTS LTD.
SUITE 203, 1026 16 AVENUE NW
CALGARY, ALBERTA T2M 0K6

December 5, 2017

Calgary Planning Commission

City of Calgary
800 Macleod Trail SE
Calgary, Alberta T2P 2M5

RE: LOC2016-0196 Application located at 6819 89 AV NE

Dear Calgary Planning Commission Member,

On behalf of our clients (landowners of 6827 89 AV NE, the adjacent property to the east), QuantumPlace Developments (QPD) is greatly concerned and opposed to the lane proposed at the eastern edge of the subject parcel. The application will be before CPC for consideration on December 14, 2017.

QPD was only recently engaged by the landowners of 6827 89 AV NE, and have been working diligently to understand this application. We have been in regular communication with the file manager, Martin Beck, but efforts to contact the applicant, Civil Engineering Solutions (CES), have been unfruitful.

QPD has no interest in delaying the application submitted by CES. We believe that the solutions proposed herein are easily implemented, and will have benefits to the City, the applicant, and our clients, and will support better development in the future.

Fragmented Land and Width of Development Area

When the land in Saddlecrest was subdivided into blocks, it was not divided equally. The eastern-most parcels, such as 6827 89 AV NE, were made substantially wider than the other parcels. As a result, these parcels require special consideration during the planning phase.

Should the lane be implemented as proposed in the application, it would result in lots that are approximately 175 ft. (~53 m.) deep on the adjacent property. By requiring access via the proposed laneway, development on the adjacent lots becomes awkward for all forms of development, including multi-family.

There are very few other lanes proposed in the Saddlecrest area. The only lanes proposed are associated with multi-family sites and were used as a design solution to infill development in a fragmented (small parcel) development area. A lane is an unnecessary addition to this application and results in more issues than it solves.

LAND USE AMENDMENT
SADDLE RIDGE (WARD 5)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST
BOULEVARD NE
BYLAW 43D2018

MAP 14NE



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Crime Prevention Through Environmental Design (CPTED)

CPTED enhances safety by influencing the physical design of our environment and encouraging positive social interaction. CPTED recognizes that our environment directly affects our behaviour, because we constantly respond to what is around us.

Laneways rarely represent CPTED policies: they are poorly lit, experience a low-level of pedestrian activity, and have many places to hide. In nearby developments to the east, which include laned-product, crime is prevalent in the laneways. The existing land owner (of 6827 89 AV NE) has witnessed an increase in prostitution, automobile theft, and break-ins occurring in the lanes. In this area, the land owner feels strongly about ensuring CPTED policies are followed and alternative designs provided.

Administration has suggested that the laneway would allow for more options for alternative development forms, and create a more pedestrian friendly environment. Unfortunately, in this case, the laneway does not achieve either. The poorly lit environment of the laneway can create an unsafe environment, as shown in adjacent areas. Further, with well-designed homes, the impact of front driveways on the pedestrian environment can be minimized.

Proposed Solution

Conceptually, QPD proposes the solution illustrated in the Appendix (attached) and changes to the outline plan proposed for the subject application. The plan removes the laneway from the plan, and extends the R-G lots to the property line. That will provide the opportunity to create a centralized linear park to be created on the adjacent parcel (6827 89 AV NE) for both developments to enjoy. The centralized park would be approximately 60 feet (18 m) wide from property line to property line. The MR space would create a safe, enjoyable space (based upon CPTED policies) for residents on both parcels and within the community.

This proposed solution does not affect the number or type of lots proposed in the subject application. For 6827 89 AV NE, the proposed concept would deliver 29 R-G lots, which will be a much more traditional depth and size, resulting in lot affordability and a density of 8.45 units per acre (well above the minimum 7.0 upa).

Thank you for your careful consideration of this application. Should you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Karpat".

Jessica Karpat
Principal - Planning
QuantumPlace Developments Ltd.

LAND USE AMENDMENT
SADDLE RIDGE (WARD 5)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST
BOULEVARD NE
BYLAW 43D2018

MAP 14NE



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Appendix: Proposed Solution



LOC2016-0196
with proposed
amendment

Shadow plan
with proposed
solution

LAND USE AMENDMENT
SADDLE RIDGE (WARD 5)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST
BOULEVARD NE
BYLAW 43D2018

MAP 14NE



QUANTUMPLACE DEVELOPMENTS LTD.
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CALGARY, ALBERTA T2M 0K6

