

Planning & Development Report to
Calgary Planning Commission
2019 October 17

ISC: UNRESTRICTED
CPC2019-1261

Development Permit in Saddle Ridge (Ward 5) at 8607 and 8825 - 52 Street NE, DP2018-0750

EXECUTIVE SUMMARY

This development permit application was submitted by Seika Architecture on behalf of Sahara Development Inc on 2018 February 26. The application was presented to the [Calgary Planning Commission \(CPC\) on 2019 July 04](#), where it was referred back to Administration with direction to work on the following aspects of the development permit:

- revised phasing;
- accurate information on materials;
- revised lighting plan;
- revised West and South interface conditions;
- better residential entry ways;
- additional opportunities for benches and street furniture;
- additional renderings from street level and at night;
- explore better park interface;
- engagement with the landowner to the West; and
- explore options to break up building A.

Following the CPC meeting of 2019 July 04, the applicant prepared revised development permit materials to address CPC concerns. Building and site plan changes have been made with additional renderings provided to illustrate the street-level experience of the site. This report covers the changes which have been made since the original presentation of this application to the CPC in detail.

The revised application proposes a comprehensive development covering a site area of approximately 2.59 hectares (6.41 acres) and includes:

- five mixed-use buildings providing 297 dwelling units with approximately 5,205 square metres of commercial floor area;
- three commercial buildings providing approximately 8,310 square metres of commercial floor area;
- provision of uses such as office, retail and consumer services, and a freestanding sign;
- three identified phases of development; and
- a mix of surface and underground parking.

This application aligns with the *Municipal Development Plan (MDP)*, the *Saddle Ridge Area Structure Plan (ASP)*, the existing DC Direct Control District (Bylaw 351D2017) and Multi-Residential – High Density Medium Rise (M-H2f4.0h23) District that provide the regulatory framework for development of the lands.

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ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission **APPROVE** the proposed development permit application DP2018-0750 for a New: Dwelling Units, Office, Retail and Consumer Service, Sign – Class C (Freestanding Sign - 1) (6 buildings); New: Multi-Residential Development (2 buildings) at 8607 and 8825 – 52 Street NE (Plan 6778AW, Blocks 8 and 9), with conditions (Attachment 2).

PREVIOUS COMMITTEE DIRECTION

At the 2019 July 04 Calgary Planning Commission meeting, the following was brought forward and carried by Calgary Planning Commission:

That with respect to Report CPC2019-0822, the following be approved:

That the Calgary Planning Commission refer Report CPC2019-0822 back to Administration to work on the following, including but not committed to:

- Revised phasing;
- Accurate Information on materials;
- Revised lighting plan;
- Revised West and South interface conditions;
- Better residential entry ways;
- Additional opportunities for benches and street furniture;
- Additional renderings from street level and at night;
- Explore better park interface;
- Engagement with the landowner to the West;
- Explore options to break up building A; and

return to Calgary Planning Commission no later than 2019 October.

BACKGROUND

Seika Architecture on behalf of Sahara Development Inc submitted the subject application to The City of Calgary on 2018 February 26.

This site is located within the Cell D Residential Area as described in the *Saddle Ridge ASP*. The Cell D area is a quarter section of land which was subdivided in 1914 into 32 individual lots ranging in size from 4.6 to 4.9 acres (1.9 hectares) with an internal spine road (84 Avenue NE). The area was annexed by The City of Calgary in 1961. Over the years, the area has been developed for single family homes and various outbuildings. This historical subdivision pattern remains largely intact today.

In 2016 January 11, Council adopted amendments to the *Saddle Ridge Area Structure Plan* that further refined the applicable local area policies for Cell D. These amendments provided a new

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land use concept for Cell D and provided implementation policies for future applications in the area to address the challenges of the existing subdivision pattern and fragmented ownership.

In 2017 September 21, an outline plan for the subject lands was approved by Calgary Planning Commission (LOC2016-0069) and the associated land use amendment was approved by Council 2017 November 20. The outline plan consisted of three sites: a DC Direct Control District mixed-use parcel (Bylaw 351D2017, a high-density medium rise multi-residential parcel (M-H2f4.0h23), and a public park (Special Purpose – School, Park, and Community Reserve (S-SPR) District) which is located on the south end of the plan area adjacent 84 Avenue NE. The DC Direct Control District rules required that the first development permit to be submitted needs to encompass the entire DC District and requires a decision by the Calgary Planning Commission.

An application for subdivision (SB2018-0283) to dedicate the public roads and a Municipal Reserve parcel and create three separate parcels is required to be registered prior to the release of the subject development permit as a condition of approval.

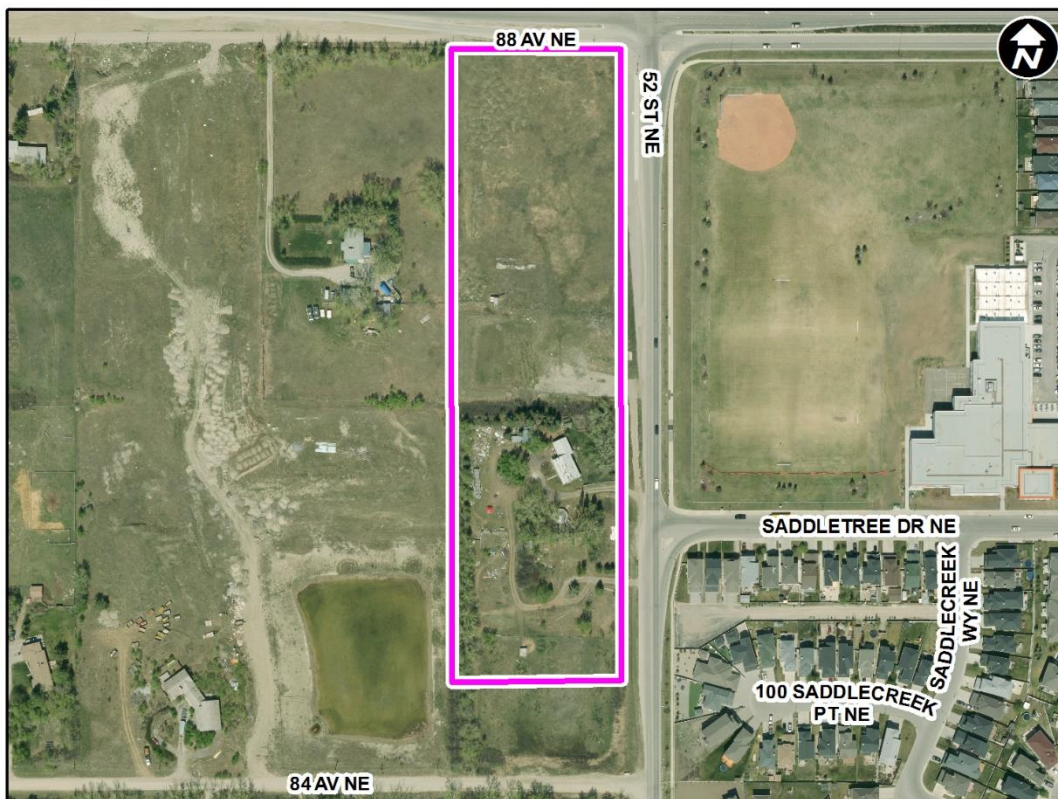
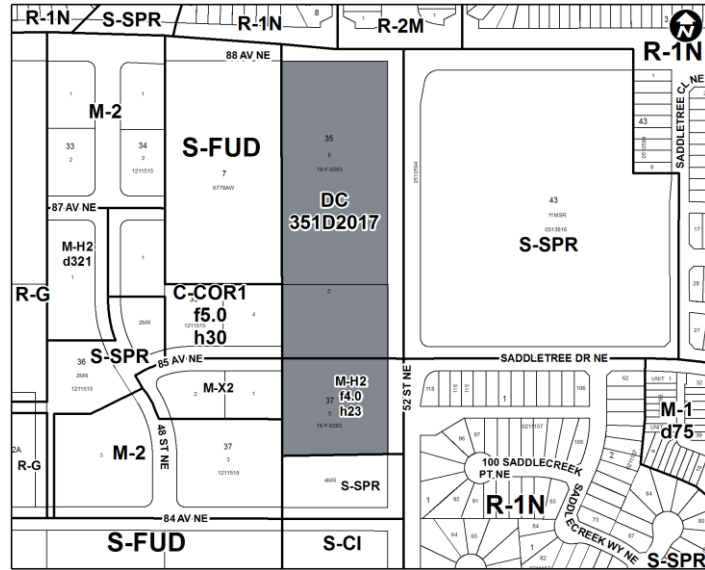
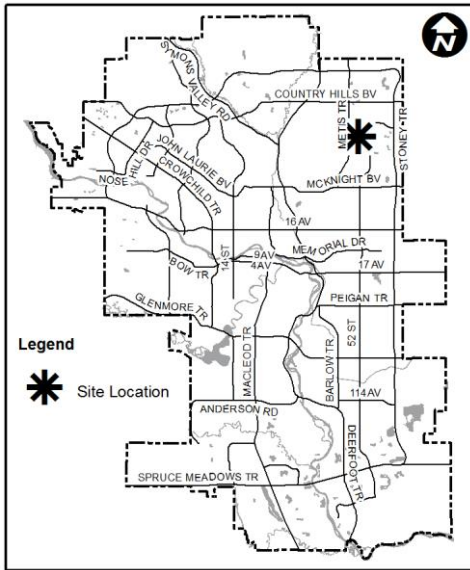
This subject development permit application was presented to the Calgary Planning Commission (CPC) on 2019 July 04, where it was referred back to Administration with direction to work on the development application and return to CPC no later than October 2019. Following this, the applicant prepared revised development permit materials in an attempt to follow through on CPC's direction. The applicant's direct response is included in Attachment 6 and the changes that were made are described in the following sections.

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Location Maps



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Site Context

The subject site is located in the developing community of Saddle Ridge in northeast Calgary. The site recently functioned as two separate estate residential lots with each containing a single detached dwelling and associated outbuildings. These buildings have been removed.

The site includes two parcels of land which together are approximately 2.59 hectares (6.41 acres) in area. The site is bounded by 52 Street NE to the east, 88 Avenue NE to the north and a future Municipal Reserve parcel (public park) to be dedicated to the south. An elementary school site and low density residential development is located east of 52 Street NE.

As shown on the land use district map located on the previous page, immediately west of the subject parcel is a residential acreage which has retained its Special Purpose – Future Urban Development (S-FUD) District designation. The south portion of the subject parcel is adjacent to land that was included in a previous outline plan and land use amendment (LOC2007-0046) approved in 2008 but remains in an undeveloped state. The lands are designated Commercial – Corridor 1 (C-COR1f5.0h30) District, Multi-Residential – Medium Profile Support Commercial (M-X2) District and Multi-Residential – Medium Profile (M-2) District. The latter two districts contain a floor area ratio maximum of 3.0 and a maximum height of 16 metres. The parcels in this area are identified as forming the Neighbourhood Activity Centre for Cell D which is planned for commercial and multi-residential uses.

The subject site is located approximately 800 metres from a future LRT station to be located north of 88 Avenue NE, east of Savanna Drive NE, and approximately one kilometre from the existing Saddletown LRT Station in Saddle Ridge.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This development permit application proposes a project with eight buildings over three phases. A third phase was added as part of this amended submission in response to Calgary Planning Commission's direction to revise the phasing of the project. Phase One proposes four buildings: two mixed use buildings which includes 95 dwelling units and approximately 1,985 square metres of commercial floor area, and two commercial buildings providing approximately 6,741 square metres of retail and office space. Phase Two proposes one mixed use building providing 60 dwelling units and approximately 1,390 square metres of commercial space and one two-storey commercial building containing approximately 1,570 square metres of floor area. Phase Three is located south of 85 Avenue NE and comprises two mixed use buildings with a total of 142 dwelling units and 1,830 square metres of commercial space. The development permit plans have been included as Attachment 1.

Primary objectives throughout the application review was to ensure compliance with intent of local area policy, the land use district regulations, and to ensure technical and site servicing requirements were adequately addressed, and to achieve a built form and site design that met or exceeded The City's design objectives. Subsequent to Calgary Planning Commission's referral of this application at the 2019 July 04 meeting, Administration has worked with the applicant to address the concerns that were raised during that review.

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Land Use

On 2017 November 20, Council approved the redesignation of this site to allow for mixed use development which provides a variety of commercial uses, while ensuring a minimum number of residential units to contribute to the vision for Cell D as a residential neighbourhood.

The north portion of the subject parcel carries a DC Direct Control District (Bylaw 351D2017) designation. The DC District is based on Commercial – Corridor 1 (C-COR1) District and has a maximum floor area ratio of 2.5, a maximum building height of 23.0 metres, and a minimum density of 80 units per hectare. Relaxation provisions have been included within the DC Bylaw to allow for discretion on application of the bylaw at the time of development permit review.

The site south of future 85 Avenue NE is designated Multi-Residential – High Density Medium Rise (M-H2f4.0h23) District with a floor area ratio of 4.0 and a maximum height of 23 metres.

Application Review

Several changes have been made to the application to address Calgary Planning Commission's direction from 2019 July 04.

Changes described in the following paragraphs have been made to the plans to address the following Calgary Planning Commission suggestions:

- better residential entry ways;
- revised West and South interface conditions;
- explore options to break up building A;
- explore better park interface;
- additional opportunities for benches and street furniture;
- revised lighting plan;
- additional renderings from street level and at night; and
- revised phasing.

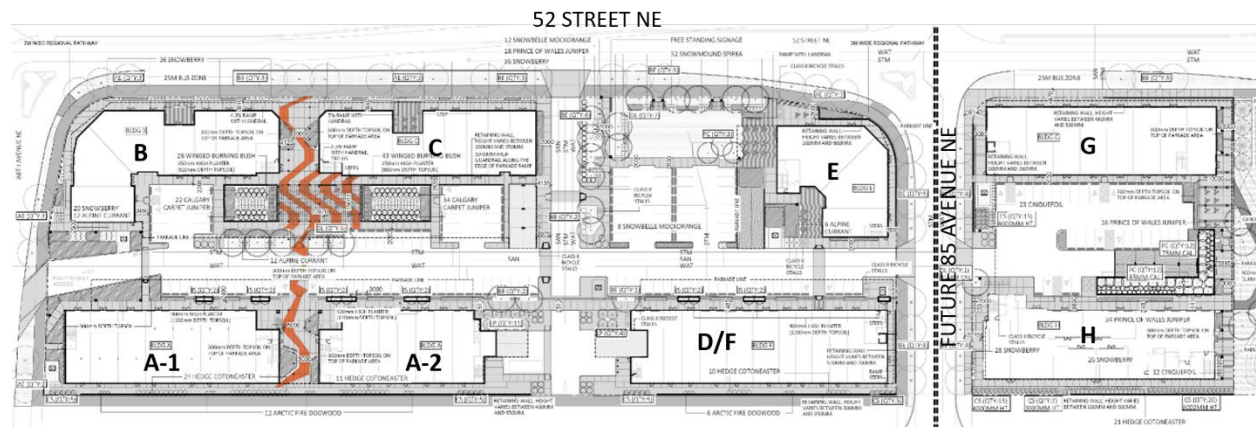


Figure 1 Building Locations

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On the northern parcel, Building A has been separated into two buildings above grade to mitigate the length of building along the west property line. Two residential lobby entries have been created with a plaza space in between them. Canopies extending from the front façade of the buildings and architectural lighting draw attention to those entrances and increase their prominence. The plaza space between the buildings contain planting areas and benches which will allow for a pleasant space to sit in and will also provide the future potential to carry through a pedestrian connection to the site to the west, should it redevelop.

Residential entryways for Building D/F, G, and H have been highlighted with larger canopies to provide increased weather protection, downlighting, and some building material changes, along with signage indicating the name of the building.

The design of the southern parcel has been modified to remove the driveway entry from 52 Street NE adjacent to the future park. This has been replaced with a pedestrian-focused walkway with space for outdoor cafés and an extended canopy from Building G sheltering seating below. Building G has been redesigned to provide a commercial unit that faces the park. The floor plan in Building G now provides dwelling unit windows on the south side to provide passive surveillance of the park below.

A site lighting plan and night rendering has been included in the current plan submission to show that pedestrian areas will be well-lit. A street level rendering has also been provided to address CPC's request. The development has been divided into three phases to address Calgary Planning Commission concerns in relation to the size of the development and the desire to provide for occupancy of completed buildings prior to the completion of the entire project.

Through the application review, Administration and the applicant worked together on the design details of the proposed development to ensure that a balance of residential and commercial uses was achieved, while also providing for on-site amenity spaces. The application and site design have shown significant improvements from when it was originally submitted to the City for review.

The initial review requested that several changes be made to improve the site in terms of it being a place for people to move about in as well as spend time. The initial proposal appeared to be auto-oriented with a similar configuration and character to a suburban-style mall with parking and driving aisles within the site and smaller amenity spaces tucked within the parking lot. The applicant responded by increasing the amount of amenity space within the development. In the north portion of the site, the applicant increased the size and landscaping to create an amenity space that was integrated with a plaza between Buildings B and C. Within the site north of 85 Avenue NE, a building oriented east-west was removed and replaced with a large amenity space adjacent to Building E and 52 Street NE to increase the north-south connectivity of the site. Sidewalks in the development were also increased in size and connections across the site have been emphasized through coloured concrete and raised pedestrian crossings.

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Parkade entrances were also highlighted as a concern as they interrupted the pedestrian circulation on the site. The applicant responded by moving the ramps to be internal to the site (away from 52 Street NE) and providing continuous pedestrian routes that do not cross ramp entrances (with the exception of the ramp for Building A).

The current application is the culmination of this review and the negotiations between the applicant and Administration. The application is supportable based on the changes that were made to address these concerns, as well as its alignment with the intentions set out in the previously approved outline plan, and the existing land use bylaw requirements.

City Wide Urban Design

Each iteration of the application was reviewed by the City Wide Urban Design team. The Urban Design team deems the project to now satisfy urban design requirements for a development of this scale and context.

Urban Design Review Panel

The application was reviewed by the Urban Design Review Panel (UDRP) shortly after the application submission, on 2018 March 21. This allowed the comments to be included in Administration's first Detailed Team Review (DTR) document. UDRP's comments at this initial stage have been included in Attachment 4 of this report. Upon review of the original submission, the Panel provided a ranking of "Further Review Recommended". Plan changes suggested by the Panel reflected and reinforced staff direction. Suggestions included focusing on edge conditions created by the placement of buildings and parking areas, as well as reviewing intended retail entry points and the amenity value of proposed seating areas.

A second UDRP review was not pursued as the applicant addressed many of the concerns raised and has been working on revisions to the satisfaction of City Wide Urban Design.

Site and Building Design

The development site is divided into three phases. Phase One encompasses the portion of the site bordered by 88 Avenue NE, 52 Street NE, and the first driveway access off 52 Street NE. Phase Two encompasses the portion of the site between that first driveway access and 85 Avenue NE. Phase Three includes the portion of the site located south of the future 85 Avenue NE, and north of the future public park.

Phase One

Buildings B and C, along 52 Street NE, provide a three-storey building form with frequent retail entries at grade and office space above. The retail level maximizes glazing while maintaining views into the shops. Spaces for seating and outdoor cafes are provided along this interface adding articulation to the building elevations. Between Buildings B and C, a plaza space provides pedestrian access to an internal landscaped courtyard with seating provided under a trellis.

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Surface parking is located internally to the development. Underground parking is provided for all the buildings in the development and accessed from the main internal drive aisle. Pedestrian crossings are raised and coloured to improve legibility. Though main floor retail units are accessible from both the street and the parking area, increased design detail along the 52 Street NE interface signals this as the primary entrance.

A bus shelter will be provided by the developer adjacent to this site at the corner of 52 Street NE and 88 Avenue NE.

Buildings A-1 and A-2 are mixed use developments providing main floor retail units and a total of 95 dwelling units, 10 of which provide three bedrooms and a den and 20 of which provide two bedrooms and a den. One level of underground parking is provided servicing both of these buildings.

As part of the applicant's response to Calgary Planning Commission's concerns regarding the length of Building A and its interface condition with the west property, this building has been separated into two buildings and the encroachment of the balconies has been removed from the 3.0 metre setback area. To increase the prominence of the residential entries, a plaza space with canopy, raised landscape beds with seating, and architectural lighting have been provided. The location of the entryway creates the opportunity to carry the walkway onto the west parcel when that parcel redevelops in the future.

An east-west publicly accessible/ private drive aisle provides future pedestrian and vehicular connections to the west. It provides a sidewalk on the north side of the driving aisle to provide a continuous pedestrian route through the site. However, this connection is subject to interruption as it passes the parkade ramp, loading, and waste collection areas of Building A. On the south side of the aisle, the street is lined with trees upon entry from 52 Street NE. The south side of this access marks the first phase.

Phase Two

Building D/F (one building) is a six-storey mixed use building providing 60 dwelling units with 15 units providing three bedrooms and a den and 15 units providing two bedrooms and a den.

Building E is located on the southeast portion of the north site in Phase Two. It provides retail units adjacent to 52 Street NE and office uses on the second floor. An amenity space is located on the north side, adjacent to this building, which provides a grassed area surrounded by a mix of shrubs, trees, and a covered area with picnic tables.

Phase Three

South of a new public street, 85 Avenue NE, the site contains two mixed use buildings. Building G provides a five-storey building form with retail on the main floor and 52 dwelling units above. Building H is seven storeys and positioned on the west side of the site adjacent to an undeveloped parcel intended for multi-residential development. This building provides retail

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uses on the main floor and 90 dwelling units, including 12 two-bedroom units above. This building is designed as an independent living seniors-oriented housing. A common eating area is provided on the main level and dwelling units are designed for accessibility.

One underground parkade serves both buildings with the ramp access located within the surface parking area between Building G and H.

The south site borders on a future Municipal Reserve park that will be dedicated as part of a subdivision underway for this parcel. Building G provides an extended canopy that allows for a sheltered seating space along the park, while Building H interfaces with the park with a sheltered patio area extending out from a communal dining room and landscape beds.

Landscaping and Public Realm

The public realm for this development provides a 2.88 metre wide sidewalk adjacent to a multi-use pathway that runs along 88 Avenue NE and 52 Street NE. The interface between public and private space is marked by planter beds containing shrubs and perennials. Street trees will be provided which include American and Brandon Elm.

Three plazas are provided within the site north of 85 Avenue NE. The north plaza is a hardscaped amenity space with planters containing shrubs and perennials. A trellis provides a protected area for seating and gathering. A row of trees and shrubs screen parking located west of the plaza. Pedestrian connections through this space from 52 Avenue NE continue west to the second plaza space marking the residential entries to Buildings A-1 and A-2. This space provides raised landscape beds and benches for seating. The plaza was located to provide a future opportunity to continue the pedestrian corridor to the west when those parcels redevelop.

The south plaza, adjacent to Building E, provides soft landscaping with a lawn space framed by trees and shrubs. A trellised area is provided to accommodate a seating area.

South of 85 Avenue NE, the site benefits from its adjacency to a future municipal park. In response to Calgary Planning Commission's request to revise the south interface, Building G and the site plan were redesigned. A driveway entrance from 52 Street NE to the site was removed and Building G has been redesigned and located adjacent to the future park. A canopy extends from the southwest corner of Building G over a seating area that looks out at the park. A mixture of trees, shrubs, and perennial beds screen the parkade ramp located between Buildings G and H. Adjacent to the future park, Building H provides a mix of coniferous trees and shrubs which frame a patio space.

Site Access and Parking

North of 85 Avenue NE, the development provides a right-in only access from 88 Avenue NE. A right-in/ right-out driveway is provided along 52 Street NE and an all turns driveway access is proposed from the future 85 Avenue NE. Surface parking is provided internally to the development, with 127 stalls provided. Underground parking is available for each building with

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a shared ramp for buildings B and C. The underground parking contains a total of 282 vehicle stalls.

South of 85 Avenue NE, vehicular access is provided at an all-turns driveway. Surface parking with a total of 34 stalls is provided internal to the site and a ramp leads to shared underground parking of 118 stalls for buildings G and H.

The applicant has requested a relaxation for the residential, commercial, and visitor parking stalls in Phase Three. As this is a comprehensive development permit and Phase One and Two provides an excess of parking stalls (88 surplus stalls), Administration is supportive of the relaxation. Bicycle parking has been provided in excess of bylaw requirements. Phase 1 and 2 provides 56 surplus class 1 stalls (which are the secured stalls), 39 surplus class 2 stalls. Phase 3 contains a surplus of 22 class 1 stalls and 2 surplus class 2 stalls.

Environmental

The application was reviewed by the Environmental and Safety Management group at the City of Calgary and no environmental issues were identified.

Transportation

The development area has connections to the city's regional transportation network including Metis Trail NE and Airport Trail NE via the arterial streets that bound the site (88 Avenue and 52 Street). A collector street, 84 Avenue NE, is located to the south of the site beyond the Municipal Reserve site. Currently, 88 Avenue NE and 52 Street NE are constructed to half of their ultimate width, and 84 Avenue NE is a rural (unpaved) road. Paving and widening of these roads to their full widths along the site boundary will be provided through the associated subdivision (SB2018-0283) and Development Agreement, as per standard development boundary requirements.

As part of the subdivision, and in alignment with the ASP, an additional public road connection has been provided – 85 Avenue NE. This new public road aligns with Saddletree Drive NE across 52 Street NE, as well as with the previously registered portion of 85 Avenue NE through the LOC2007-0046 outline plan area. Within the development north of 85 Avenue NE, a public access easement will be registered on title which will provide an additional connection through the site to the property west of the subject parcel, and which will align with connections contemplated for the proposed Neighbourhood Activity Centre as part of LOC2007-0046.

The development site is within approximately one kilometre of Saddletowne LRT Station. A future LRT station at 88 Avenue NE will also be located approximately 800 metres northeast of the site, however, it is currently unfunded. Local bus service currently operates along 84 Avenue NE with further transit service being added as the community develops.

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Utilities and Servicing

Sanitary, storm and water servicing infrastructure are available in 52 Street NE to service the development area. Offsite watermain extensions and construction completions are required prior to release of the subject development permit. The technical review and design of the offsite watermains are captured through the subdivision and development agreement process. The offsite work must be completed prior to, or concurrently with, the proposed site construction to tie into the infrastructure and provide the level of service required to support the proposed development.

Stakeholder Engagement, Research and Communication

In addressing Calgary Planning Commission's request to contact the owner of 5111 - 88 Avenue NE, the parcel immediately west of the subject site, Administration sent a letter through registered mail explaining the development permit application with a request to be contacted as soon as possible. The owner did respond to Administration and expressed concern with the setback of Building A due to the height of the building and the negative impact that would have on morning light. Administration confirmed that the applicant also contacted the owner. Building A has been separated into two buildings above grade and the building has been modified to ensure no portion is within the 3.0 metres setback area. Options to move the building further away from the west property line were limited by the parking stalls and drive aisle width requirements. Additionally, the policy context for the area establishes this site as within a Neighbourhood Activity Centre. Immediately adjacent land uses include medium density multi-residential and commercial corridor districts. From this context, a similar intensity land use district can be anticipated for the S-FUD parcel, though no application has been made at this time. While the changes made do not solve the issue of blocking morning sun, in consideration for the anticipated future development intensity of the area provided through policy, Administration is satisfied with the changes made.

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. The application has been advertised online.

The Saddle Ridge Community Association reviewed the application and expressed support for the proposed project (Attachment 3). This letter was resubmitted by the Community Association in preparation for the development permit's return to Calgary Planning Commission in October.

Other than the direct contact with the west parcel owner, no other citizen comments were received by the report submission date.

The decision made by Calgary Planning Commission as the Development Authority will be advertised in accordance with the Municipal Government Act. As this development permit is for a discretionary use, an appeal may be filed based on the decision on the entire permit or any of the conditions placed on an approval.

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Strategic Alignment

This development permit proposal was evaluated based on its conformance to the applicable policy documents, summarized in the following sections.

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 Towns and promotes the compatible and efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The *Municipal Development Plan* (MDP) identifies this site as part of the Residential Developing Planned Greenfield with Area Structure Plan (ASP). The ASPs for Planned Greenfield Areas, in existence prior to adoption of the MDP, are recognized as appropriate policies to provide specific direction for development of the local community.

Saddle Ridge Area Structure Plan (Statutory – 2009)

The *Saddle Ridge Area Structure Plan* (ASP) indicates that the subject site is located within the Cell D Residential Area as per the land use plan (Map 6). The *Saddle Ridge ASP* provides further guidance on development within Cell D.

The development policies for Cell D include allowing for multi-residential and neighbourhood scale commercial and employment uses outside the Neighbourhood Activity Centre (NAC) at locations along the collector streets, adjacent to transit stops, adjacent to parks, at community entrance locations or at neighbourhood gathering locations. The proposed development provides multi-residential and commercial uses within the NAC and bordering the west side of 52 Street NE. From this street, the subject site provides one of the entryways to the Cell D neighbourhood. The site also borders a public park being dedicated through SB2018-0283.

Policies are included that guide the building form and design of multi-residential developments. This application meets the local policy requirements.

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Land Use Bylaw 1P2007

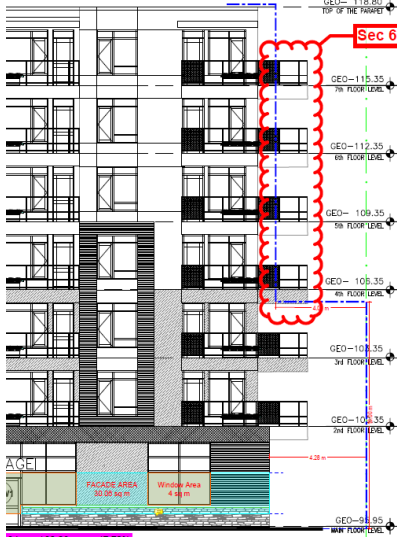
Rationale for Proposed Relaxations

The proposed development generally complies with the land use districts, with supportable relaxations as indicated below and in the following table. These Bylaw discrepancies are supported by Administration, as the development still meets the intent of the rules and relaxations of the rules has minimal adverse impact on adjacent developments.

Parking relaxations identified for the M-H2 site are supported as the DC site provides an excess of parking. The total parking requirement for the development as a whole is 604 stalls and the development is short by 51 stalls. The proposed parking relaxation is approximately 8 percent of the total bylaw requirement of the comprehensive development permit application. The relaxation is supported by the applicant's parking study submitted in support of this application. In subsequent discussions with Administration, the applicant team and developer have expressed confidence in the viability of the commercial uses on the south site based on the parking allotment that's been proposed. A permanent condition has been added to establish protocols for staff parking for all uses to be located primarily on the north site; this will allow more spots on the south site to be used by patrons of the south site. This site also benefits from access to transit along 52 Street NE.

Bylaw Relaxations		
Regulation	Standard	Provided
M-H2 f4.0h23		
653 Building Setbacks (min.)	(1) Unless otherwise referenced in subsection (2), the min. building setback from a property line shared with a street is 6.0 m.	Plans indicate building G is located 0.27m (-5.73m) from the North property line. Plans indicate a building setback of 0.77m (-5.23m) between the balconies of building H and the North property line. Plans indicate a building setback of 1.08m (-4.92m) between the balconies of building G and the East property line. <i>Administration supportive of relaxation as development contributes to a more street-oriented development similar to the site to the north.</i>
549 Projections Into Setback Areas (max.)	(1) Unless otherwise referenced in subsections (2), (3), (4), (5), (6), and (7), a building or air conditioning units must not be located in any setback area.	Plans indicate portions of the building project into the required North and East setback areas. <i>Administration supportive of relaxation – same relaxation as above.</i>

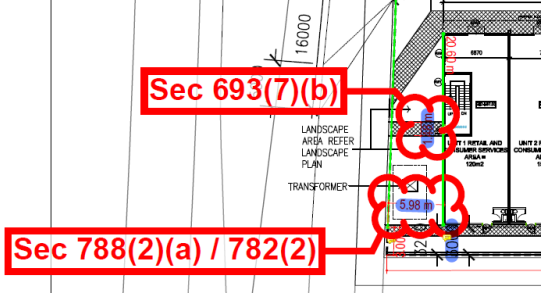
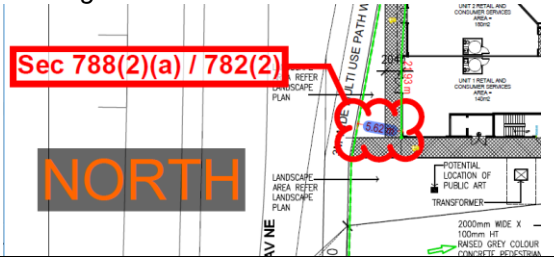
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	<p>(5) Eaves may project a maximum of 0.6m,</p>	<p>Plans indicate an eave that projects 5.23m (+4.63m) from building H into the North setback area.</p> <p><i>Administration supportive of relaxation. The eave that projects provides shelter for the balcony on the seventh floor and is limited in size to the balcony space.</i></p>
<p>655,13 Building Height (max.)</p>	<p>(3) Where a parcel shares a property line with a street or a parcel designated as a M-C2, M-2, M-H1, M-H2, M-H3, or M-X2 District, the maximum building height referenced in subsection (1) or (2) is reduced to 10.0 metres measured from grade within 4.0 metres of that shared property line.</p>	<p>Plans indicate portions building G project into the required height step back on the North and East elevations.</p> <p><i>Administration supportive of relaxation as the building is scaled appropriately in relation to the street width and the development helps frame 85 Avenue NE which leads into the Cell D neighbourhood.</i></p> <p>Plans indicate portions of building H projects into the required height step back on the North elevation.</p> <p><i>Administration supportive of relaxation as it is only the balconies that encroach into this step back area.</i></p> 
<p>550 General Landscaped Area Rules</p>	<p>(7) All setback areas adjacent to a street or another parcel, except for those portions specifically required for motor vehicle access, must be a landscaped area.</p>	<p>Plans indicate portions of building G and H project into the required North and East landscaped areas.</p> <p><i>Administration supportive of relaxation as it results from the relaxations noted above.</i></p>

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553 Landscaped Area Reductions – Multi-Residential Development	The minimum landscaped area of 40.0% for Multi-Residential Development may be reduced by the three options as referenced in sections 554, 555 and 556 individually or in combination, to a total available reduction of 10.0% of the area of a parcel. <i>Low Water and Enhanced landscaped reduction applied.</i>	Plans indicate a landscaped area of 1988.38m ² (-108.54m ²) or 32.24 % (-1.76%) of the parcel. <i>Administration supportive of this minor relaxation due to proximity to park.</i>
551 Specific Rules for Landscaped Areas	(3) The max. hard surfaced landscaped area is: (b) 40.0 % of the req. L.S. area, in all other cases.	Plans indicate a hard surfaced landscaped area of 1463.80m ² (+625.03m ²) or 69.81% (+29.81%) of the required landscaped area. <i>Administration supportive of relaxation due to proximity of the park. Hardscaping helps to define the multi site from the municipal reserve site.</i>
Parking Stalls (min.) and Visitor Stalls	Requires 91 commercial motor vehicle parking stalls.	Plans indicate 26 (-65) commercial motor vehicle parking stalls. <i>Administration supportive of relaxations – see discussion preceding this table.</i>
	Requires 178 resident parking stalls.	Plans indicate 107 (-71) resident parking stalls. <i>Administration supportive of relaxations – see discussion preceding this table.</i>
	Requires 20 visitor parking stalls.	Plans indicate 11 (-9) visitor parking stalls. <i>Administration supportive of relaxations – see discussion preceding this table.</i>
123 Loading Stalls (min.)	Requires 3 loading stalls.	Plans indicate 2 (-1) loading stalls.
DC 351D2017 (C-COR1)		
788 Rear Setback Area (min.)	(2) Where the parcel shares a rear property line with: (a) an LRT corridor or street, the rear setback area must have a max. depth of 3.0 m;	Plans indicate a building setback of 5.98m (+2.98m) between Building A and the North property line. <i>Administration supportive of relaxation as it constrained by the driveway access alignment.</i>

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		 <p>Plans indicate a building setback of 5.62m (+2.62m) between Building B and the North property line.</p> <p><i>Administration supportive of relaxation as the corner cut of the property doesn't allow for maximums to be met for a portion of the building.</i></p> 
<p>789 Side Setback Area (min.)</p>	<p>(2) Where the parcel shares a side property line with: (a) an LRT corridor or street, the side setback area must have a max. depth of 3.0 m;</p>	<p>Plans indicate a building setback of 7.71m (+4.71m) between Building B and the East property line.</p> <p><i>Administration supportive of relaxation due to the wide pedestrian realm provided and outdoor patio spaces.</i></p> <p>Plans indicate a building setback of 10.06m (+7.06m) between Building C and the East property line.</p> <p><i>Same rationale as above.</i></p> <p>Plans indicate a building setback of 7.21m (+4.21m) between Building E and the East property line.</p> <p><i>Administration supportive of relaxation due to the corner geometry.</i></p>

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<p>782 Building Location and Orientation</p>	<p>(2) The max. building setback from a property line shared with a commercial street is 3.0 m.</p>	<p>Plans indicate the following building setbacks from a commercial street:</p> <p>Building A (North) – 5.98m (+2.98m); Building B (North) – 5.62m (+2.62m); Building B (East) – 7.71m (+4.71m); Building C (East) – 10.06m (+7.06m); and Building E (East) – 7.21m (+4.21m).</p> <p><i>These relaxations are related to the relaxations listed above.</i></p>
<p>783 Building Façade</p>	<p>(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.</p>	<p>Plans indicate parking stalls located between buildings A and F and a street.</p> <p><i>Administration is supportive of relaxation – this is related to the depth of the parcel and the context of the development.</i></p> <p>Plans indicate the building facades on the North elevation is 62.12% (-17.88%) of the length of the property line it faces.</p> <p>Plans indicate the building facades on the East elevation is 64.90% (-15.10%) of the length of the property line.</p> <p>Plans indicate the building facades on the South elevation is 66.11% (-13.89%) of the length of the property line.</p> <p><i>Administration supportive of relaxation – this site requires all access from the street as a rear lane is not available. Additionally, the corner cuts required for the street right of way create awkward angles for the building to address.</i></p>

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DC 351D2017 9 Density	The minimum density is 80 units per hectare	Plans indicate a density of 78.45 (-1.55) unit per hectare or 155 (-4) units. <i>Administration supportive of relaxation. Direct Control District provided a relaxation clause. The intent of including the residential in the C-COR 1 has been met with the proposal.</i>
790 Landscaping In Setback Areas	(1) Where a setback area shares a property line with a street, the setback area must be a hard surfaced landscaped area.	Plans indicate portions of the landscaped areas in the North, East and South setback are not hard surfaced landscaped. <i>Administration supportive of relaxation. A good mix of hard and soft landscaping has been achieved.</i>
	(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;	Plans indicate portions of the West landscaped area not soft surfaced landscaped. <i>Administration supportive of relaxation. A sidewalk to rear unit access is appropriate.</i>
694 Landscaping for Large Parking Area	(3) Islands provided in the parking area must: (b) be provided after every 20 motor vehicle parking stalls in a row with no more than 20 stalls between islands;	Plans indicate rows of parking with more than 20 stalls between islands. <i>Administration supportive of relaxation as the parking areas are broken up and provides landscaping adjacent to the stalls.</i>
	(c) be a minimum area of 12.0 square metres with at least one side of the island being a minimum length of 2.0 metres;	Plans indicate multiple islands less than 12.0m ² in area. <i>Same rationale as above.</i>
	(d) provide a minimum of 1.0 trees and 2.0 shrubs; and	Plans indicate 1 (-10) tree and 2 (-20) shrubs on the required islands. <i>Administration supportive of relaxation as landscaping is provided in other areas on the site.</i>
123 Loading Stalls (min.)	Requires 4 loadings stalls.	Plans indicate 2 (-2) loading stalls.
697 Garbage	(2) Garbage container enclosures must not be located in any setback areas.	Plans indicate garbage container enclosures (moloks) in the West setback area. <i>Administration supportive of relaxation as this setback area provides the only "back of house" opportunity.</i>

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Calgary Planning Commission
2019 October 17

ISC: UNRESTRICTED
CPC2019-1261

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Social, Environmental, Economic (External)

The proposed development is anticipated to contribute to the city's commercial economy and provide additional housing options to citizens. This mixed use development with access to existing LRT infrastructure provides citizens with the ability to live in an area where it is also relatively easy to meet their day-to-day needs.

High efficiency appliances, washroom fittings, and furnaces in addition to daylight sensors will be used to reduce the energy and water consumption for the proposed project.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

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

Risk Assessment

There are no significant risks for The City with the proposed development.

REASON(S) FOR RECOMMENDATION(S):

Since the CPC meeting of 2019 July 04, and considering the advanced design stage of the project, the applicant has made significant efforts to address CPC's requested changes. The proposed development meets the intent of City policies, specifically, the proposal is consistent with the overarching policies of the *Municipal Development Plan* and conforms to the intent and direction of the *Saddle Ridge Area Structure Plan*. The proposed development provides additional residential and commercial opportunities in the area as well as improves pedestrian and street connectivity which will support future development in Cell D.

ATTACHMENT(S)

1. Development Permit Drawings
2. Conditions of Approval
3. Community Association Letter
4. Urban Design Review Panel Comments and Applicant Response
5. DC Direct Control District Bylaw 351D2017
6. Applicant Response to Calgary Planning Commission