

SUPPLEMENTARY REPORT FOR A LAND USE AMENDMENT APPLICATION IN SADDLE RIDGE (CPC2016-067), BYLAW 60D2016

EXECUTIVE SUMMARY

At the 2016 April 11 Combined Meeting of Council, the land use amendment of several parcels in the community of Saddle Ridge was referred back to Administration for further study and applicant led public consultation. Council recommended that the applicant conduct community engagement with impacted neighbours and that Administration conduct more analysis on the transportation network in the area. A public hearing was held for this land use amendment however no readings of Bylaw 60D2016 were given. In response to this direction, the applicant held an open house engaging members of the community and answering question regarding the proposed land use amendment. Also in response to Council's direction, administration conducted further analysis of the transportation network. Based on this analysis Administration concluded that the network can accommodate the anticipated demands of the area, including the increase in anticipated traffic attributed to the proposed land use amendment.

Administration received a letter on Thursday, September 1, 2016 requesting withdrawal of Land Use Application LOC2015-0064 (Attachment 4). The letter was received after confirmation of the 12 September 2016 agenda of the Combined Meeting of Council.

ADMINISTRATION RECOMMENDATION(S)

Administration recommends that Council:

1. Adopt the recommendations of CPC2016-067(Attachment 1) as proposed at the 2016 April 11 Combined Meeting of Council; and
2. Give three readings to the proposed Bylaw 60D2016 (Attachment 2).

PREVIOUS COUNCIL DIRECTION / POLICY

On 2016 April 11, Council referred report CPC2016-067 (Attachment 1) back to administration to:

- a. Encourage the applicant to conduct community engagement with the impacted neighbours;
- b. Conduct more analysis on the transportation network in the area as highlighted in the public hearing and potential improvements if any; and
Return to Council no later than the end of Q3 2016.

BACKGROUND

On 2016 April 11, Calgary Planning Commission (CPC) provided a recommendation of approval to Council of CPC2016-067 (Attachment 1) which is a land use amendment application that proposes the redesignation of several land uses on the same parcel from Residential – One Dwelling (R-1s) district, Residential – Narrow Parcel One Dwelling (R-1N) district, Residential – Low Density Multiple Dwelling (R-2M) District, and Multi-Residential – at Grade Housing District (M-G) to Residential – Narrow Parcel One Dwelling (R-1N) district and Multi-Residential – Low Profile (M-1d60) District, see Attachment 2. At that time, a public hearing was held and members of the public identified current traffic issues within the community and voiced concerns that the proposed land use amendments would exacerbate these issues. Community members

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also did not feel they had an opportunity to speak to these concerns prior to the item going to Council.

In response, Council referred the proposed land use amendment to Administration so that the applicant may conduct community engagement with impacted neighbours. Council also moved that Administration conduct more analysis on the transportation network in the area as highlighted in the public hearing and find potential improvements, if any.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Transportation Network

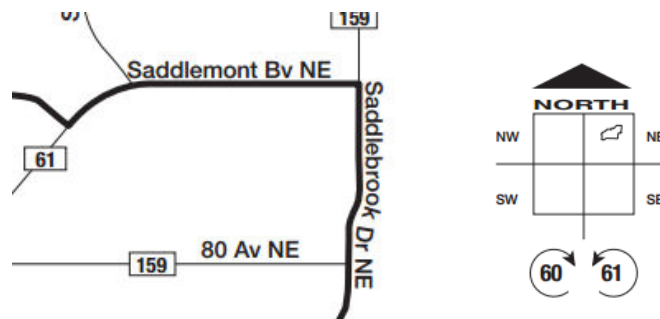
80 Avenue NE is classified as a four-lane Arterial Street from Saddletown Circle NE to Saddlebrook Drive NE, then transitions to a Collector standard east of the roundabout at Saddlebrook Drive. The arterial road segment of 80 Avenue NE accommodates around 11,000 vehicles per day, well within the 15,000 – 20,000 vehicle per day capacity expected of this roadway.

Administration and the Applicant conducted a review of the existing transportation network as well as the planned network within the subject lands. Administration concluded that the network can accommodate the anticipated demands of the area, including the increase in anticipated traffic attributed to the proposed land use amendment. Administration also concurs with the Applicant's recommendations of implementing some parking restrictions in the vicinity of the roundabout at Saddlebrook Drive NE.

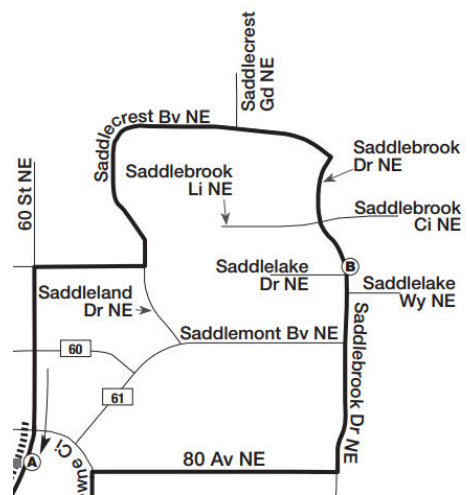
In conjunction with the land use application, Saddlestone Way NE will be upgraded from a residential standard street to a collector standard to better accommodate access to the adjacent parcels, and accommodate the anticipated traffic demands.

Transit

The lands surrounding the subject lands are well-served by the existing transit service in the Saddle Ridge and Taradale communities. Three routes service the area, 60, 61, and 159. Routes 60 and 61 travel in opposite directions of each other along Saddlemont Bv NE, Saddlebrook Dr NE, and Taradale Dr NE, while Route 159 travels eastbound on 80 Av NE and then northbound on Saddlebrook Dr NE, ultimately ending at Saddletowne Station.



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The buses in this area primarily serve to connect people to the Saddletowne Circle area, which includes shopping, a high school (Nelson Mandela), a major recreation centre (Genesis), and an LRT station. Routes 60 and 61 also connect customers to smaller, local schools in Martindale and Taradale, Martindale Station, and the Dashmesh Cultural Centre. Routes 60 and 61 run every 15 minutes during peak times, and every 30 minutes off-peak, while Route 159 runs every 10 minutes during peak times, every 20 minutes off-peak, and every 20 or 30 minutes on weekends.

Relative to other routes in the city, these routes perform quite well. Route 159 is particularly busy, and it will receive additional weekend service beginning September 2016 (frequency increased from 30 minutes to 20 minutes between 10:00 and 18:30) due to its strong performance. As the area continues to develop, and additional infrastructure comes online, it is expected that buses in the area will continue to get busier. In that case, service changes and upgrades can be reviewed further.

Stakeholder Engagement, Research and Communication

On 2016 May 26, the applicant hosted an open house and 11 members of the public were in attendance, as well as Councillor Stevenson and Administration. Invitations for the event were posted for two weeks in the Calgary Herald as well as mailed directly to residents within 200m of the subject site. Following the open house the applicant provided a report (Attachment 3) to Administration that summarized the event. In total, there were 17 comments received by the applicant, of which 13 were related to traffic volumes and safety. The balance of the comments related to loss of privacy, lack of sufficient area parks and other amenities, impact on property values, lack of parking, and increased density concerns. Many of these comments were considered at the outline plan stage of the development and do not change administrations recommendation of this land use amendment application.

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Strategic Alignment

The Municipal Development Plan identifies the subject site as being within the Developing Area, and therefore, the proposed land use districts are applicable and appropriate.

The site is located within the area identified as “Cell C” in the Saddle Ridge Area Structure Plan (ASP). The land is designated as “Residential” which permits flexibility in assigning various district densities, and the proposed densities conform to this plan. The ASP does not provide a maximum residential density for the community but mentions that it shall be determined based upon an analysis of the capacity of the infrastructure and facilities needed to serve the community. Based on Administration analysis of the capacity of the infrastructure and facilities there are no issues with the proposed additional density.

Social, Environmental, Economic (External)

The applicant has applied for this land use application in response to changes in the housing market and refusal of the proposed amendment could prevent future development of the site. A refusal could also result in an economic loss for the applicant of money already invested in the site.

Financial Capacity

Current and Future Operating Budget:

No impacts have been identified for this recommendation.

Current and Future Capital Budget:

No impacts have been identified for this recommendation.

Risk Assessment

The traffic congestion and safety concerns raised at the public hearing and the open house were related to current traffic conditions on 80 Avenue NE. Based on further analysis, administration has concluded that the network can accommodate the anticipated demands of the area, including the increase in anticipated traffic attributed to the proposed land use amendment. The concerns regarding safety could be addressed through enforcement measures (i.e. speed radar). There are no significant risks associated with the proposed land use amendment on the overall capacity of the traffic network and the current road standards can handle the additional vehicles.

If the proposed land use amendment is not approved there is a risk that the decision would delay development of the subject parcel.

REASON(S) FOR RECOMMENDATION(S):

Based on further analysis of the impacts of the proposed land use amendment on the transportation network, Administration confirms their original recommendation of approval. The applicant has also satisfied their requirement to engage the community by hosting an open house, providing information to residents about the proposed development, and gathering citizen comments.

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ATTACHMENT(S)

1. CPC2016-067 Calgary Planning Commission Report to Council
2. Proposed Bylaw 60D2016
3. Report to Planning and Development Department and Councillor Jim Stevenson Re:
Saddlestone proposed rezoning LOC2015-0064 Open House
4. Withdrawal of Land Use Application LOC2015-0064