

**ROAD CLOSURE AND LAND USE AMENDMENT
SADDLE RIDGE INDUSTRIAL (WARD 3)
WEST OF MÉTIS TRAIL NE AND NORTH OF 80 AVENUE NE
BYLAWS 3C2016 AND 13D2016**

MAP 15NE

EXECUTIVE SUMMARY

The subject (Triovest) lands are located in northeast Calgary, in the community of Saddle Ridge. They are identified as Standard Industrial as per Municipal Development Plan (MDP) and Cell 'F' – industrial lands, as indicated in the Saddle Ridge Area Structure Plan (ASP).

The application proposes amendments to reconfigure an existing Outline Plan and Land Use application (LOC2006-0150). Although the overall existing approved land use area encompasses 102.04 hectares ± (252.13 acres ±), the scope of the revision only covers 36.06 hectares ± (89.12 acres ±) of gross area in various portions of the plan to support general industrial, business, commercial, park space and a regional storm pond using 1P2007 Land Use Bylaw stock districts.

The existing Land Use approval predominantly reflected Industrial – General (I-G) warehouse development. Upon completion of the airport tunnel project, the site particularly the northern portion of lands are now strategically located in close proximity to the Calgary Airport, Stoney Trail. Access to Airport Trail is provided at 36 Street NE, and access to Métis Trail NE is provided at 88 Avenue NE and 80 Avenue NE provides strategic connections to the regional network from the subject lands.

The regional athletic park has been amended in collaboration with City of Calgary Parks to provide better connectivity and recreational needs. The parks adjacency to the commercial Commercial – Corridor 2 (C-COR2) site allows for associated amenities in close proximity. In addition, a new pathway via easement will provide a linkage from the park to the regional pathway system, extending along 92 Avenue NE, connecting the lands between Métis Trail and 36 Street NE.

The two existing wetlands within the subject site will be retained as per the previous approval while a regional storm pond in the southeast portion of the site is proposed on predominantly City right of way addressed through a Road Closure and subsequent Land Use redesignation. This storm pond facility in the NW quadrant of Métis Trail and 80 Avenue NE was developed by the City of Calgary to serve the Triovest Realty Advisors Inc lands, as well as to facilitate development in the Saddledrige Cell D lands to the east bounded by 80 Avenue NE, 88 Avenue NE, and 52 Street NE and Métis Trail NE.

In addition, changes include re-alignment of the internal subdivision roads and access points; utilization of a portion of the excess Métis Trail NE / 80 Avenue NE road area right-of-way (ROW) for a stormwater pond (Special Purpose – City and Regional Infrastructure (S-CRI) Public Utility Lot (PUL)); and inclusion of the previously active sour gas well currently Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – Future Urban Development (S-FUD) District for development purposes using I-G. All the proposed changes to the Land Use Plan are consistent with a 2014 December 18 Calgary Planning Commission approval of a major non-conforming Tentative Plan for the southern quarter section involved with this land use plan application.

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The proposed Road Closure affecting a portion of 84 Avenue, 87 Avenue, 38 Street, 40 Street, Métis Trail and 80 Avenue NE 5.61 hectares ± (13.86 acres ±) is also included within the scope of this application.

PREVIOUS COUNCIL DIRECTION

2014 November 17 - Council (PUD2014-0830) approved a new servicing and costing study for Saddle Ridge Cell D (adjacent lands to east). This identified a new location for a regional stormpond for the Métis Trail NE and 80 Avenue NE excess road right of way lands.

ADMINISTRATION RECOMMENDATION(S)

2015 December 03

That Calgary Planning Commission recommends **APPROVAL** of the proposed Road Closure and Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 3C2016 and 13D2016; and

1. **ADOPT** the proposed closure of 5.61 hectares ± (13.86 acres ±) of road (Plan 1512885, Areas A to I) located south of Airport Trail NE, east of Métis Trail NE, north of 80 Avenue NE and west of 36 Street NE, in accordance with Administration's recommendation; and
2. Give first reading to the proposed Bylaw 3C2016; and
3. **WITHHOLD** second and third readings pending the receipt of an approved Alberta Energy Regulator reclamation letter and registered restrictive covenant and access easement entered between Saddleridge GP Inc. (Grantor), the City of Calgary (the City) and Nexen Energy ULC (Nexen) regarding the abandoned sour gas well (within lands Plan 1112510, Block 2, Lot 1).
4. **ADOPT** the proposed redesignation of 36.06 hectares ± (89.12 acres ±) located at 8820 and 9220 – 36 Street NE, 9220 – 38 Street NE and the closed road (Plan 1112510, Block 1, Lot 1; Plan 1112510, Block 2, Lot 1; Plan 5390AM, Block 6, Lots 7 and 8; Plan 1512885, Area A to I) from Industrial – General (I-G) District, Commercial – Corridor 2 (C-COR2 f2.0h23) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – Future Urban Development (S-FUD) District, Special Purpose – Recreation (S-R) District, Special Purpose – Urban Nature (S-UN) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and Undesignated Road Right-of-Way to Industrial – General (I-G) District, Industrial – Business (I-B f1.0h18) District, Commercial – Corridor 2 (C-COR2 f2.0h12) District,

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Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and Special Purpose – Urban Nature (S-UN) District, in accordance with Administration’s recommendation; and

5. Give first reading to the proposed Bylaw 13D2016; and
6. **WITHHOLD** second and third readings pending the receipt of an approved Alberta Energy Regulator reclamation letter and registered restrictive covenant and access easement entered between Saddleridge GP Inc. (Grantor), the City of Calgary (the City) and Nexen Energy ULC (Nexen) regarding the abandoned sour gas well (within lands Plan 1112510, Block 2, Lot 1).

REASON(S) FOR RECOMMENDATION:

The proposed application meets the policies of the Saddle Ridge Area Structure Plan including the following: the abandoned sour gas well site will comply with the applicable regulations; the regional stormwater retention pond provides an integral part of the overall storm drainage system; the provision of integrated green spaces and amenity areas, pedestrian and bicycle pathways, and a wide range of industrial types and uses.

The proposal also meets the intent of the Municipal Development Plan by providing a Standard Industrial Area that contains a mix of industrial uses at varying intensities while providing a connected community with ancillary commercial and park space amenities for those working or visiting the Saddle Ridge Industrial area. The inclusion of Industrial – Business (I-B) and Commercial – Corridor 2 (C-COR2) in the north area of the plan are in line with the Entranceway guidelines, which will provide the appropriate transitions, setbacks, screening, landscaping and building design desired for development adjacent to Airport Trail, an Entranceway route.

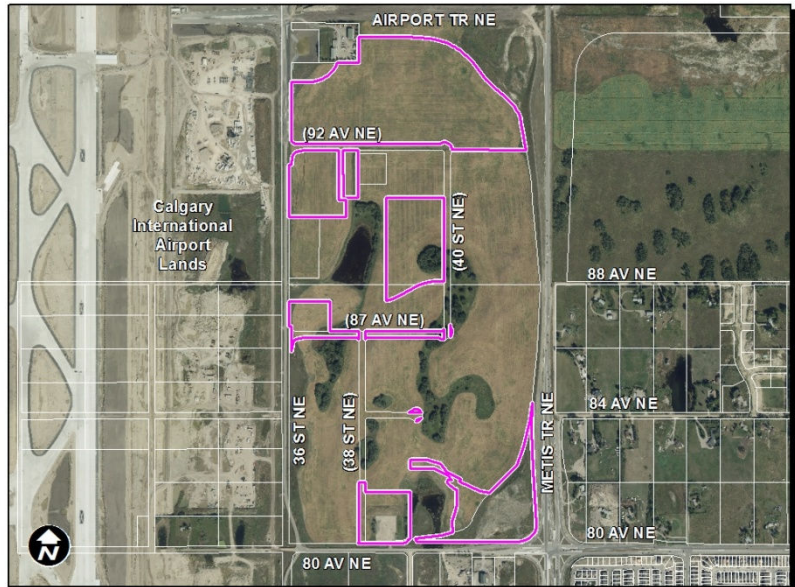
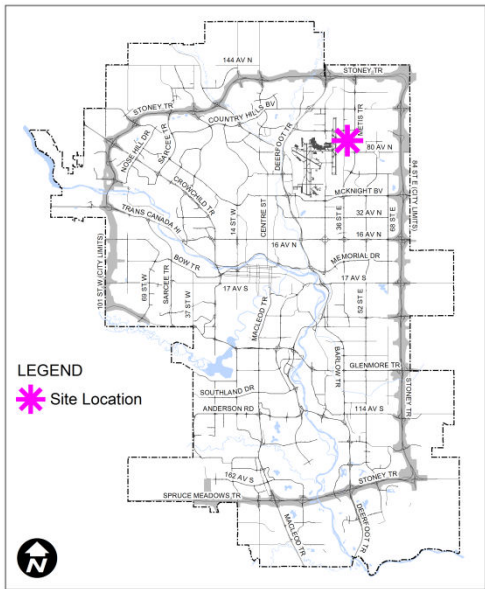
ATTACHMENTS

1. Proposed Bylaw 3C2016
2. Proposed Bylaw 13D2016

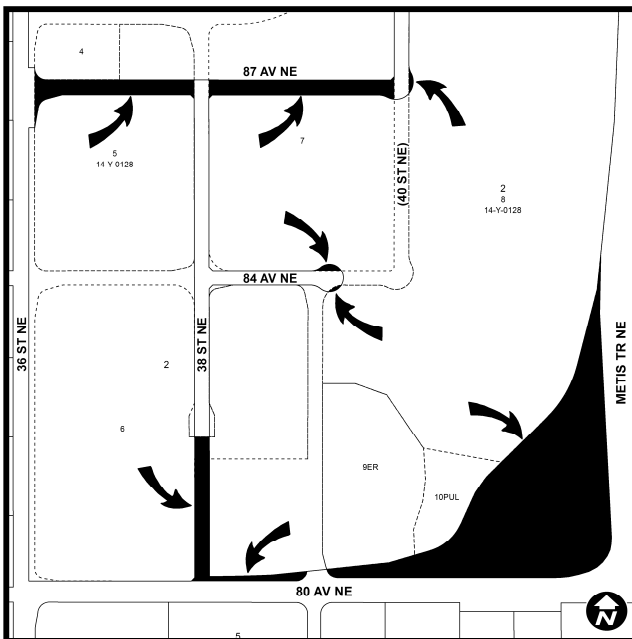
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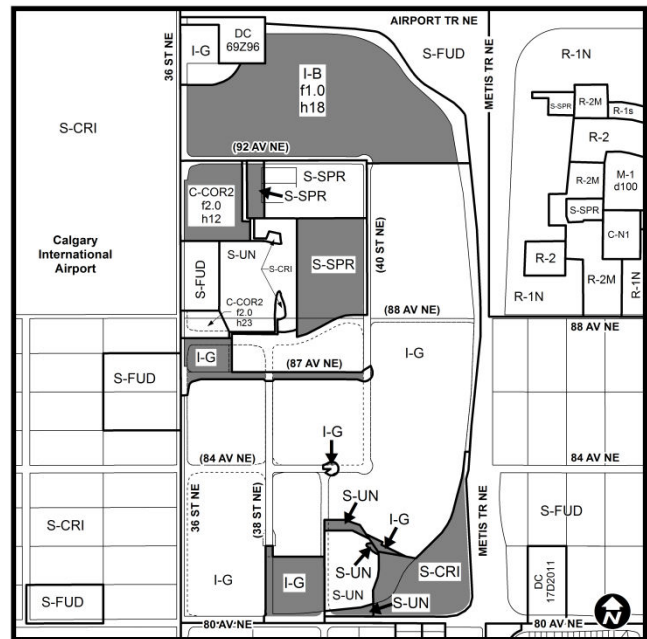
LOCATION MAPS



Road Closure Map



Land Use Amendment Map



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by bylaw, the proposed closure of 5.61 hectares \pm (13.86 acres \pm) of road (Plan 1512885, Areas A to I) located south of Airport Trail NE, east of Métis Trail NE, north of 80 Avenue NE and west of 36 Street NE, with conditions (APPENDIX II).
2. Give first reading to the proposed Bylaw; and
3. **WITHHOLD** second and third readings pending the receipt of an approved Alberta Energy Regulator reclamation letter and registered restrictive covenant and access easement entered between Saddleridge GP Inc. (Grantor), the City of Calgary (the City) and Nexen Energy ULC (Nexen) regarding the abandoned sour gas well (within lands Plan 1112510, Block 2, Lot 1).

Moved by: S. Keating

Carried: 7 – 1

Opposed: R. Wright

4. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 36.06 hectares \pm (89.12 acres \pm) located at 8820 and 9220 – 36 Street NE, 9220 – 38 Street NE and the closed road (Plan 1112510, Block 1, Lot 1; Plan 1112510, Block 2, Lot 1; Plan 5390AM, Block 6, Lots 7 and 8; Plan 1512885, Area A to I) from Industrial – General (I-G) District, Commercial – Corridor 2 (C-COR2 f2.0h23) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – Future Urban Development (S-FUD) District, Special Purpose – Recreation (S-R) District, Special Purpose – Urban Nature (S-UN) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and Undesignated Road Right-of-Way to Industrial – General (I-G) District, Industrial – Business (I-B f1.0h18) District, Commercial – Corridor 2 (C-COR2 f2.0h12) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and Special Purpose – Urban Nature (S-UN) District; and
5. Give first reading to the proposed Bylaw; and
6. **WITHHOLD** second and third readings pending the receipt of an approved Alberta Energy Regulator reclamation letter and registered restrictive covenant and access easement entered between Saddleridge GP Inc. (Grantor), the City of Calgary (the City) and Nexen Energy ULC (Nexen) regarding the abandoned sour gas well (within lands Plan 1112510, Block 2, Lot 1).

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Reasons for Opposition from Mr. Wright:

- A key issue associated with the proposed land use changes relates to the intent and spirit of higher order policy documents. At risk is the erosion of a strategic industrial district.
- The MDP designates the site in question as a standard industrial district. The document goes on to state that "...industrial areas must remain predominately industrial and resist the encroachment of non-industrial uses including residential, office and retail..." It goes on to state "...discourage stand- alone offices and regional retail developments..."
- The second policy document that of the Saddleridge ASP originally adopted in 2007 laid out an urban structure for about 3,140 acres. It had a balance of land uses that ranged from single family residential, multi-family residential, a town centre and public services, which comprised of about 80% of the plan area. The westerly portion of the plan area (Area F) was designated as industrial and that aligns with the MDP. That document explains the proximity to airport makes it suitable for a wide range of industrial uses (as well as other major infrastructure such as roads).
- However, the proposed land use change from about 45 acres of I-G to I-B is in conflict with Council adopted policies of the two above noted documents. The I-G District of the land use bylaw as its first purpose statement suggests a wide variety of light and medium general industrial uses and a limited number of commercial support uses are appropriate. It goes on to list a variety of uses such as general industrial-light and general industrial medium, but does not include uses such as hotels, retail and consumer services, and medical clinics. It also states that the area for offices shall not exceed 50% of the gross floor area. That district, in my mind meets the Council objectives and policies for this area.
- The proposed I-B District indicates it is for manufacturing, research and offices. Land uses include hotels, medical clinics, retail and consumer uses BUT does not contain the key districts of General Industrial-Light and General Industrial Medium that the I-G District contains. In fact, there appears to be only one use in the I-B District that would allow for manufacturing; that of printing and publishing. However, the use of I-B along the frontage road may make some sense, but likely only should be 10-20 percent of what is being proposed.
- Therefore, approval of the I-B District would be in breach of the industrial policies outlined in both the MDP and ASP. If approved, many of the uses may locate there, rather than in the Town Centre and therefore would "dilute" the critical mass needed for the town centre.

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Applicant:

AECOM

Landowner:

Saddleridge GP Inc
The City of Calgary

PLANNING EVALUATION

SITE CONTEXT

The subject lands are located in the Saddle Ridge Industrial Park in northeast Calgary. East of the subject lands lies the Saddle Ridge residential community. West of the subject lands lies the Calgary International Airport. North of the subject lands adjacent to Airport Trail NE is currently vacant with an approved Outline Plan and Land Use application (LOC2006-0089/Shepard Jacksonport). South of the subject lands are various industrial based parcels as well as remnant parcels to be redeveloped for industrial uses in the future.

The subject lands have been farmed in the past, while two existing wetlands are located within the site, in the southern portion adjacent to 80 Avenue NE and the other in the northern portion adjacent to 88 Avenue NE.

The subject lands were originally planned within the context of an Outline Plan and land use application, which were approved in 2010. Changes to both the Outline Plan and Land Use Districts were needed to account for road alignments and servicing initiatives for the area. Key to this servicing strategy is a new regional storm pond in the southeast portion of the site proposed on City right-of-way which is to be redesignated to S-CRI Public Utility Lot (PUL). The acreages immediately east of Métis Trail NE (Cell D as per the Saddle Ridge Industrial Area Structure Plan) are the benefitting lands for the storm water pond as part of this proposed application.

A non-conforming Phase 1 subdivision (SB2014-0128) was approved by the Calgary Planning Commission, which has provided a partial implementation component to the new regional servicing strategy for this area. That approval is contingent on receiving the necessary Land Use Redesignations to establish the appropriate uses on the site. This application proposed those redesignations, amongst others.

A modification to the southern wetland area was required through the extension of the wetland area northward and division of the S-UN area to create PUL on the eastern boundary. This modification is a result of a planning and servicing initiative, which on 2014 November 17, received Council direction for relocation of a storm water pond to this area. It also relocates the existing Outline Plan approved storm pond for the subject lands from the southwest corner next to 36 Street and 80 Avenue NE to the PUL location. The integrity of the wetland area remains intact with the new boundaries – as those boundaries were established based on the biophysical impact assessment and an onsite inspection

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The previously active sour gas well in the southwest portion of the site is now abandoned, and in the process of being reclaimed. Administration is comfortable that the concerns related to development around sour gas wells have been addressed upon receipt of the provincial issued reclamation letter, and a restrictive covenant and access easement are registered on those lands.

LAND USE DISTRICTS

The majority of the existing approved land uses encompassing an area of 102.04 hectares \pm (252.13 acres \pm) will remain the same, while the scope of the proposed Land Use Redesignation is limited to 36.06 hectares \pm (89.12 acres \pm) of land in various areas of the site.

Land uses include the provision for a variety of industrial uses using Industrial – General (I-G) and Industrial – Business (I-B f1.0h18). The plan also proposes Commercial – Corridor 2 (C-COR2 f2.0h12) to accommodate commercial uses in the northern portion of the plan area adjacent to the park space.

In order to accommodate a reconfiguration of the parks and open space, an increase in Special Purpose – School, Park and Community Reserve (S-SPR) District is proposed.

The proposed relocated southeastern regional storm pond requires a change from undesignated road right of way to Special Purpose – City and Regional Infrastructure (S-CRI) District. This area is also required to be closed within the Road Closure Bylaw.

Modifications to the wetland boundary area have been confirmed through submission of a Biophysical Impact Assessment (BIA); therefore, there is also a requested Land Use Redesignation adjustment which affects the Special Purpose – Urban Nature (S-UN) District.

A modification to the southern wetland area was required through the extension of the wetland area northward and division of the S-UN area to create Public Utility Lot (PUL) on the eastern boundary. This modification is a result of a planning and servicing initiative, which on 2014 November 17, received Council direction for relocation of a stormwater pond to this area. It also relocates the existing Outline Plan approved storm pond for the subject lands from the southwest corner next to 36 Street and 80 Avenue NE to the PUL location. The integrity of the wetland area remains intact with the new boundaries – as those boundaries were established based on the biophysical impact assessment and an onsite inspection

The specific details of the revisions include:

- 0.55 hectares (1.36 acres) S-UN District (from I-G, S-CRI and ROW)
- 18.13 hectares (44.80 acres) I-B f1.0h18 District (from I-G)
- 4.13 hectares (10.27 acres) I-G District (from C-COR2, S-FUD and ROW)
- 5.42 hectares (13.10 acres) S-SPR District (from I-G and S-R)
- 3.01 hectares (7.41 acres) C-COR2 f2.0h12 District (from S-SPR)
- 4.82 hectares (11.99 acres) S-CRI (PUL) District (from S-UN and ROW)

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The 18.13 hectares ± (44.80 acres ±) of I-G land to be redesignated to I-B f1.0h18 will provide a diversity of use and employment within the existing plan predominantly designated I-G. The I-G proportion of the site will retain a large percentage of the overall land use and will still primarily function as a general industrial park. Considering the I-B sites location and adjacency to Airport Trail NE, it also provides an ideal connection to the road network while also meeting the goals of the Entranceway guidelines by providing a greater opportunity to create a more aesthetically pleasing and welcoming environment, smaller format buildings to orient in ideal locations, building design and landscaping particularly in relation to the residential interface to the east.

The addition of 3.01 hectares (7.41 acres) of C-COR2 f2.0h12 from S-SPR allows for complementary commercial uses adjacent to the regional park facility to the east and the I-B uses directly north. In consideration of proposed C-COR2 and cooperation with City of Calgary Parks and Recreation, the regional park facility has been reconfigured to provide a more functional space with increased connectivity to the regional pathway system.

LEGISLATION & POLICY

The Municipal Development Plan, the Saddle Ridge Area Structure Plan, and Entranceway Guidelines are the main policy documents that direct development on the subject site. The proposal for the Saddle Ridge Industrial Park generally complies with the policies found in these documents.

Saddle Ridge Area Structure Plan (ASP)

The Triovest lands are located in Cell 'F' as indicated in the Saddle Ridge Area Structure Plan and are based on a general industrial context. The ASP mentions the requirement for abandoned well sites to comply with Alberta Energy Regulator (AER) directives and any other applicable laws or regulations. The proximity of Cell 'F' to the airport makes it suitable for a wide range of industrial uses while the ultimate land use for this area is considered to be a fully serviced industrial park. The ASP also specifically refers to requirements for a regional storm pond and park, and connectivity to surrounding cells and alignment with the regional pathway.

On 2015 November 19, the Calgary Planning Commission recommended approval to policy amendments that affect the Saddle Ridge Area Structure Plan, and implement the new servicing vision for the area. It is anticipated that those amendments will be approved in Council 2016 January 11. This application is consistent with the policy amendments proposed.

Municipal Development Plan

The Urban Structure Map of the Municipal Development Plan (MDP) identifies the subject land as within the Standard Industrial Area. Standard Industrial Areas are to contain a mix of industrial uses at varying intensities while offering a broad range of industrial uses that maintain the industrial character of the community.

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Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways

Entranceway Routes are also important places to reflect a positive image. The Guide for Development Adjacent to Entranceways should be applied to all roads designated as Entranceways Routes as deemed appropriate by the land use and context, at the discretion of the Approving Authority. Airport Trail NE is deemed an Entranceway Route and is an important place to reflect a positive image and meet the intent of the Entranceway guidelines. The area directly adjacent to Airport Trail NE will be supported with I-B type uses with further analysis and application of the guidelines to be required at development permit stage or any subsequent application.

Airport Vicinity Protection Area (AVPA)

The subject site is located in the Calgary AVPA and within ranges of 25-40 noise exposure forecast (NEF). The maximum height allowable is a geodetic of 1121.95 metres with prohibited uses as per the AVPA.

TRANSPORTATION NETWORKS

A Transportation Impact Assessment (TIA) was submitted in support of the proposed application. An upgrade to the arterial network is required in support of development of the subject lands. In conjunction with the approval of subdivision application SB2014-0128, 36 Street NE will be upgraded to a four-lane arterial between Airport Trail NE and 80 Avenue NE; 80 Avenue NE will be upgraded to a four-lane arterial between 36 Street NE and Métis Trail NE; and 88 Avenue NE will be constructed as a two-lane road (future four-lane arterial) connecting 36 Street NE and Métis Trail NE.

In support of the current application, Métis Trail NE will need to be upgraded to a minimum four-lane arterial along the east boundary of the subject lands between Airport Trail NE and 80 Avenue NE, and 88 Avenue NE will be upgraded to a four-lane arterial between 36 Street NE and Métis Trail NE. Internal access to the subject lands is provided along a modified grid industrial street network, with connections to the I-B lands along the north boundary of the subject lands provided along 92 Avenue NE. The proposed plan complies with Complete Streets policy.

Mobility through the subject lands is supplemented by multi-use pathways constructed along the arterial streets, with an additional connection to the regional park provided along 92 Avenue NE, connecting between Métis Trail NE and 36 Street NE. The street network will provide adequate routing and circulation for Transit, with approximately 95 percent of the subject lands being within 400 meters of a transit stop, consistent with The City of Calgary's Transit Friendly Guidelines. A future LRT station and regional transit hub is planned at 88 Avenue NE and 60 Street NE, providing opportunities to connect to the regional transit network.

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The overall plan should provide good connections to the supporting arterial road network and future transit network, and provide good connections to the regional transportation network, supporting the proposed land use districts.

UTILITIES & SERVICING

Sanitary Servicing is available to south of the site on Métis Trail NE.

Water servicing is available to area to the north of the site on 36 Street NE, to the east of the site on 88 Avenue NE, and 80 Avenue NE.

Two ponds are being used for storm servicing, a previously approved pond in the northern portion of the plan and a pond in the southeast corner of the plan area. The pond in the southeast corner is sized to accommodate the drainage for the south half of the plan area in addition to the “Cell D” lands on the east of Métis Trail NE. The development of the area must conform to the approved Staged Master Drainage Plan.

All necessary extensions are the responsibility of the applicant subject to normal oversize, endeavour to assist and boundary cost recoveries.

ENVIRONMENTAL ISSUES

Environmental Site Assessments (ESA) were conducted and submitted as part of the original Outline Plan application as well as supplemental assessments included with this proposal.

An abandoned Nexen sour gas well exists in the southwest portion of the site will adhere to the Alberta Energy Regulator (Provincial) directives and the Saddle Ridge Industrial Area Structure Plan requirements.

The location of the well and surrounding area will be redesignated from Special Purpose – Future Urban Development (S-FUD) District to Industrial – General (I-G) District. It was not included in the original Outline Plan or Subdivision applications due to its previous active status and required 100 metre nuisance setback. In order to ensure safety and acknowledgement of the well upon further development, a reclamation certificate issued by the province and a restrictive covenant and access easement entered between the City of Calgary, owner and operator is required. The intent of the restrictive covenant is to ensure that future buildings do not build over the abandoned sour gas well. The access easement provides an accurate depiction of the access location and setback required for emergency vehicles, maintenance, equipment and machinery.

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A Biophysical Impact Assessment (BIA) was submitted in support of the proposed application. This report has been reviewed and approved by Parks. All 25 identified wetlands within the subject lands will be impacted by future development of Saddleridge Industrial. Two wetlands will be preserved largely in their natural state, one immediately north of 88 Avenue NE and one north of 80 Avenue NE. All disturbances to existing wetlands will be subject to compensation protocols.

ENVIRONMENTAL SUSTAINABILITY

No information has been provided on environmental sustainability.

GROWTH MANAGEMENT

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

PUBLIC ENGAGEMENT

Community Association Comments

Although a Community Association does not exist for the Saddle Ridge Industrial Community, the application was circulated to the adjacent Saddle Ridge Community Association and was generally supportive of the proposed development (APPENDIX III).

Citizen Comments

No comments were received by the CPC Report submission date.

Public Meetings

No Public Meetings were held.

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APPENDIX I

APPLICANT'S SUBMISSION

AECOM

AECOM
200 – 6807 Railway Street SE
Calgary, AB, Canada T2H 2V6
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March 17, 2015

Joseph Silot, BA, LEED Green Assoc.
Planner 1, North Team
Local Area Planning and Implementation
The City of Calgary | Mail code: #8076
5th Floor, Municipal Building,
800 Macleod Tr. S.E. T2P 2M5

Dear Joseph:

Project No: 60311765
Regarding: Saddle Ridge Land Use and Outline Plan
LOC 2014-0041

Triovest has proposed a Land Use and Outline Plan revision for its lands in Calgary's northeast community of Saddle Ridge. Triovest envisions this development with its partners to be well designed, well managed and well maintained as they intend to hold buildings and real estate in a long term vision of capital investment with a continuous cash flow income model. The development lands are proposed to incorporate continued sustainable development initiatives, aesthetically attractive architecture and sustainable building and site materials standards.

The subject lands have previously received Outline Plan approval and Land Use Designations that predominantly reflected I-2 light industrial warehouse development located adjacent to the Calgary International Airport, and bordering on the major transportation network roadways of 36th Street, 80th Ave, 96th Ave and Metis Trail NE. With completion of the airport tunnel project, the Triovest lands are now strategically located in near proximity to YYC, and Stony Trail and form an important employment and economic trade locale for northeast Calgary.

Phase 1 of the lands encompass nearly a full quarter section of lands northerly adjacent to 80th Ave just west of Metis Trail and east of 36th Street with development of these lands scheduled to proceed in 2015 pursuant to its currently approved land uses and Tentative Plan of Subdivision approval. Land use re-designations proposed at this time for areas adjacent to and inclusive in the Phase 1 plan are predominantly administrative in nature to facilitate revised road locations for better access and egress and revisions to boundaries of surplus right of ways lands to support a regional storm water management facility that reflects an improved efficient and sustainable approach to development for the area.

Phase 2 of the proposed development envisions some Land Use Amendments that support a more diverse employment centre and enhanced recreational amenities for the area. Access in the area is

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being significantly enhanced with the new approved 88th Ave connector road to Metis Trail along with developer funded assistance to improvements to the regional YYC tunnel connection network along 36th Street NE.

Modifications requested in the Land Use Amendment reflect improvements on the distribution of targeted market participants and tenants that will enhance employment opportunities, promote active and passive recreational activities during and after conventional working hours, increase public transit ridership; and, advance economic diversity for the City.

In the I-B re-designation proposed, Triovest desires to facilitate gateway office park market targets that support closer proximity work opportunities for northeast residents living in the existing and growing communities located nearby. In the commercial re-designations proposed, Triovest desires to facilitate better employment support services that will promote safe and efficient vehicle and pedestrian access to and from the work environment and conveniently support those people that choose transit as their commuting preference to and from the area. Amended recreational land use areas and associated amenities are proposed to further support existing communities that are pursuing more opportunities for nearby recreation, along with providing recreational balance to the employee personnel that can access facilities for a lunch break outdoor game or recreational pursuit.

Inclusion of additional sports fields pursuant to previous discussions with Parks, suggests that both vehicular links and the regional pathway connections will help encourage recreational access and address regional recreational needs for adjacent communities. Some consolidation and reorientation of previously zoned Municipal Reserve lands in the Phase 2 area was suggested by Parks to support the recreational aspects of the lands along with maintaining a positive linkage to the adjacent Phase 2 Environmental Reserve lands.

Triovest interests in the long term viability and employer/employee health of the area underpins its proposal for support of the land use amendments for the area and we appreciate the support of Administration, Planning Commission and Council in achieving a significant well planned and vital component of northeast Calgary's community.

Sincerely,
AECOM Canada Ltd.

A handwritten signature in black ink, appearing to read "Keith A. Schneider".

Keith A. Schneider, P.Eng. P.E.
Senior Project Manager Water and Civil Infrastructure
C 403.988.3555 F 403.270.0399
Keith.Schneider@aecom.com

KS:tt
cc: file

ROAD CLOSURE AND LAND USE AMENDMENT
SADDLE RIDGE INDUSTRIAL (WARD 3)
WEST OF MÉTIS TRAIL NE AND NORTH OF 80 AVENUE NE
BYLAWS 3C2016 AND 13D2016

MAP 15NE

APPENDIX II

PROPOSED ROAD CLOSURE CONDITIONS

1. The closed right-of-way described in Plan 1512885, Area H shall remain in City ownership and the road closure bylaw shall:
 - a. set out that that Registrar of land titles shall issue a separate certificate of title for Area H; and
 - b. designate Area H as environmental reserve (ER) pursuant to section 665 of the Municipal Government Act.
2. The closed right-of-way described in Plan 1512885, Area I shall remain in City ownership and the road closure bylaw shall:
 - a. set out that that Registrar of land titles shall issue a separate certificate of title for Area I; and
 - b. designate Area I as public utility lot (PUL) pursuant to section 665 of the Municipal Government Act.
3. The closed rights-of-way described in Plan 1512885, Areas A through G should be consolidated with adjacent parcels.
4. The Developer shall be responsible for all costs associated with the closure, including all necessary physical construction, removal, rehabilitation, utility relocation, etc.

ROAD CLOSURE AND LAND USE AMENDMENT
SADDLE RIDGE INDUSTRIAL (WARD 3)
WEST OF MÉTIS TRAIL NE AND NORTH OF 80 AVENUE NE
BYLAWS 3C2016 AND 13D2016

MAP 15NE

APPENDIX III

LETTERS SUBMITTED



Saddle Ridge Community Association

#27, 7555 Falconridge Blvd NE

Calgary, Alberta T3J 0C9

403-273-9081

saddleridgelanduse@shaw.ca

The City of Calgary

Planning, Development & Assessment

LOC2014-0041

Attn: Joseph Silot

CC: Alderman Jim Stevenson

The Saddle Ridge Community Association is pleased to comment on the Triovest project in the Saddle Ridge Industrial area. We are reassured by the letter from AECOM, saying that Triovest intends hold the project in the long term, and thus is planning a high quality sustainable development. We have only a few comments and questions.

While we are pleased to see the well thought out playing fields, they will be of little recreational use for the employees in the office campus. We would hope to see a walking path around the storm water retention pond, along with a variety of outdoor fitness equipment which would encourage these employees to get out and get active during their breaks.

In order to encourage employees in the area, and neighbouring residents to walk or bike to work or the playing fields, we believe that particular attention must be paid to a safe way for pedestrians/cyclists to cross Metis Trail at 88th Avenue. A pedestrian overpass would be ideal, if this is not possible, great attention must be paid to an at grade crossing

Out of curiosity, is the Nexen well site considered abandoned or decommissioned? Are there any restrictions on development around the well site?

Our community suffered through clouds of dust during the construction of the airport tunnel. We sincerely hope that this project will have better success with dust abatement.

Sincerely,

Judy Brown

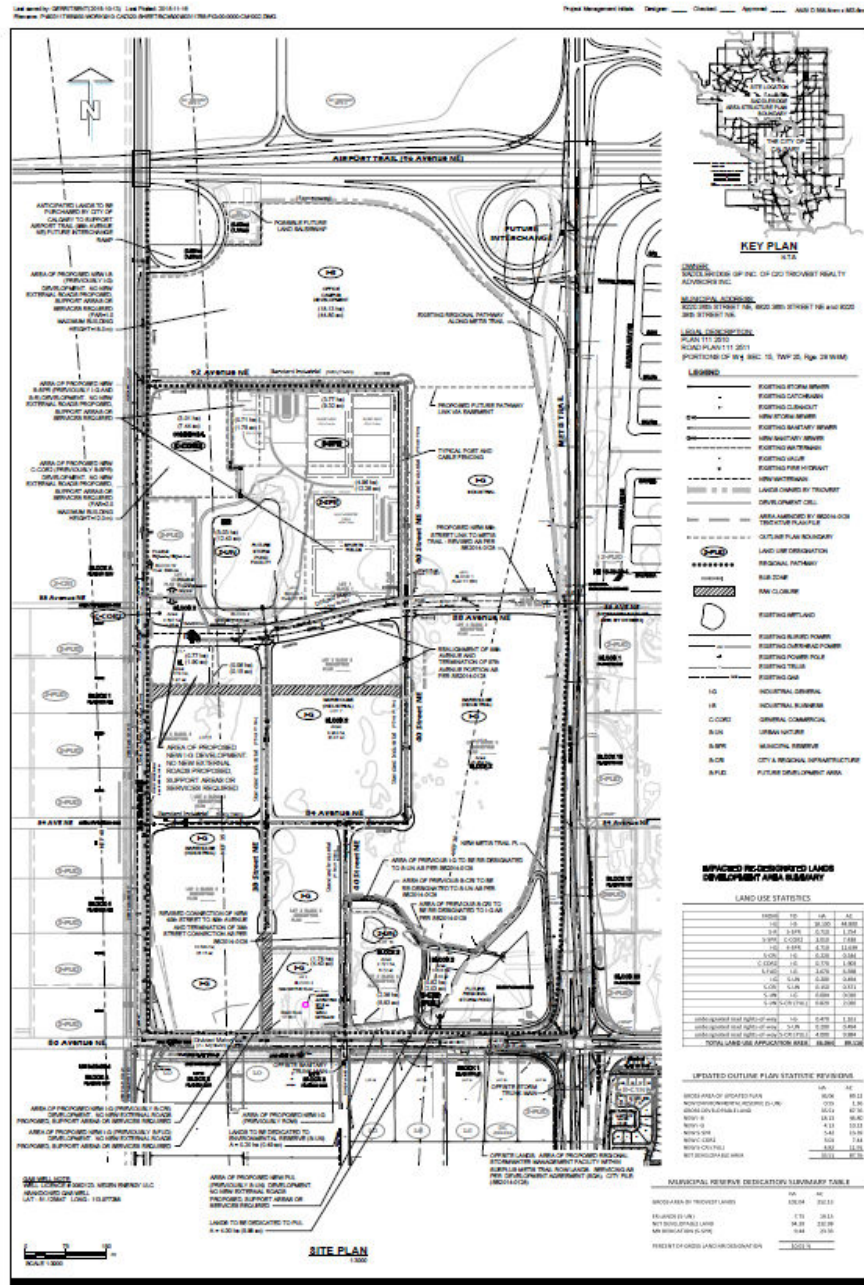
Chair, Saddle Ridge Land Use Committee

ROAD CLOSURE AND LAND USE AMENDMENT
 SADDLE RIDGE INDUSTRIAL (WARD 3)
 WEST OF MÉTIS TRAIL NE AND NORTH OF 80 AVENUE NE
 BYLAWS 3C2016 AND 13D2016

MAP 15NE

APPENDIX IV

OUTLINE PLAN



SADDLERIDGE INDUSTRIAL PARK
 OUTLINE PLAN & LAND USE AMENDMENT
 CLIENT: SADDLERIDGE GP INC. (TRIOVEST)
 Project No.: 60311755 2015-10-13

SADDLERIDGE OUTLINE AND
 UPDATED INFORMATION PLAN
 (PREVIOUS OUTLINE PLAN APPROVAL
 FILE # LOC-2008-0160)

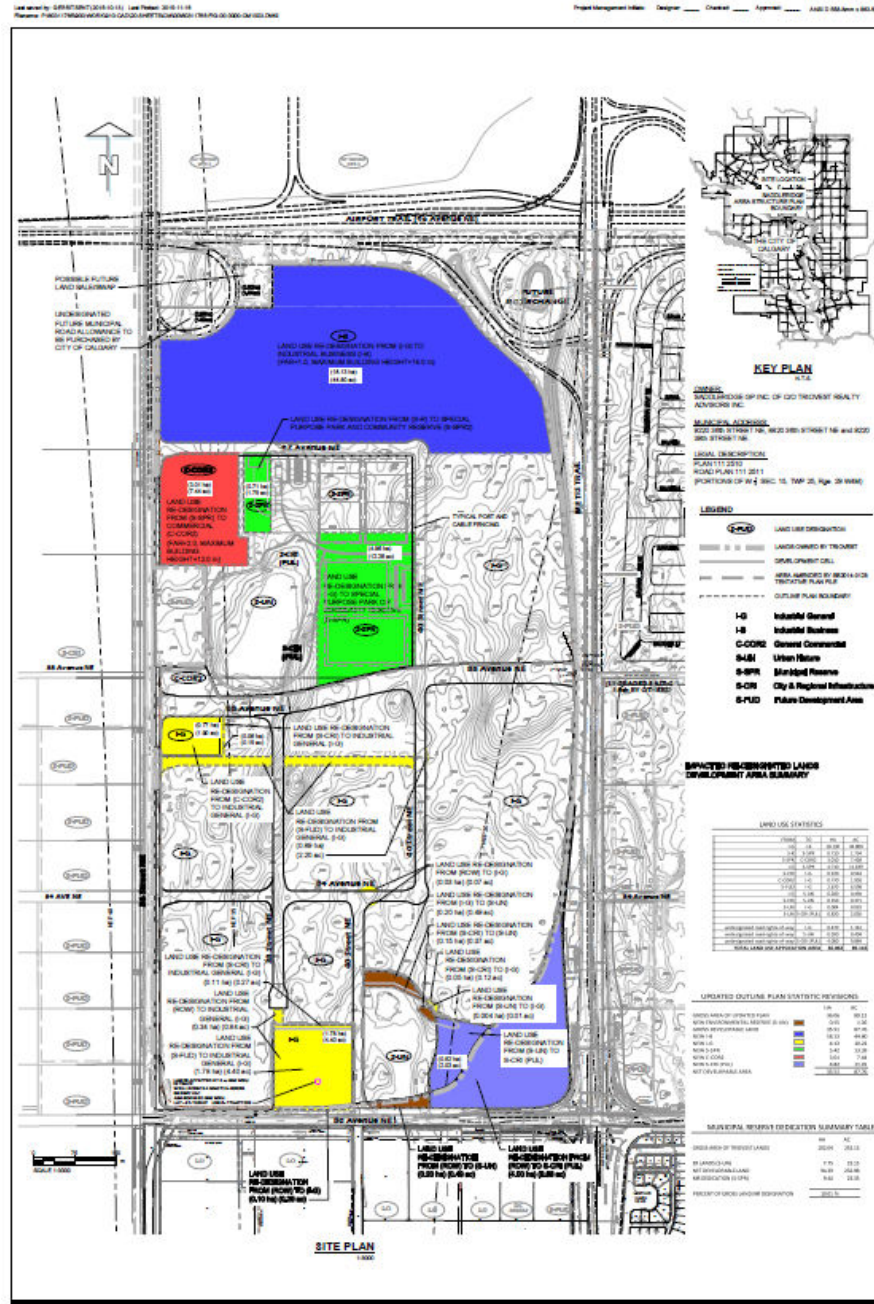
AECOM

ROAD CLOSURE AND LAND USE AMENDMENT
 SADDLERIDGE INDUSTRIAL (WARD 3)
 WEST OF MÉTIS TRAIL NE AND NORTH OF 80 AVENUE NE
 BYLAWS 3C2016 AND 13D2016

MAP 15NE

APPENDIX V

PROPOSED LAND USE DISTRICT MAP



SADDLERIDGE INDUSTRIAL PARK
 OUTLINE PLAN & LAND USE AMENDMENT
 CLIENT: SADDLERIDGE GP INC. (TRIOVEST)
 Project No.: 60311765 2015-10-13

PROPOSED LAND USE RE-DESIGNATION PLAN

AECOM