

LAND USE AMENDMENT  
SADDLE RIDGE (WARD 3)  
88 AVENUE NE AND 60 STREET NE  
BYLAW 187D2015

MAP 14NE

**EXECUTIVE SUMMARY**

This application consists of a Land Use Amendment application proposing redesignation from Special Purpose – Future Urban Development (S-FUD) District to an assortment of multi-residential, commercial and special purpose districts.

This application has been applied for with support of an Outline Plan to provide the technical details for the site's development.

**PREVIOUS COUNCIL DIRECTION**

None.

**ADMINISTRATION RECOMMENDATION(S)**

2015 September 24

That Calgary Planning Commission recommends **APPROVE** of the proposed Land Use Amendment.

**RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION**

That Council hold a Public Hearing on Bylaw 187D2015; and

1. **ADOPT** the proposed redesignation of 15.15 hectares  $\pm$  (37.44 acres  $\pm$ ) located at 9020 – 52 Street NE (Portion of NW 1/4 Section 14-25-29-4) from Special Purpose – Future Urban Development (S-FUD) District **to** Multi-Residential – Low Profile (M-1d62) District, Multi-Residential – Medium Profile (M-2d124) District, Multi-Residential – Medium Profile Support Commercial (M-X2d111) District, Multi-Residential – Medium Profile Support Commercial (M-X2d185) District, Multi-Residential – Low Profile Support Commercial (M-X1d100) District, Commercial – Corridor 2 f1.0h26, (C-COR2 f1.0h26) District, Commercial – Corridor 2 f2.5h26 (C-COR2 f2.5h26) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 187D2015.

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**REASON(S) FOR RECOMMENDATION:**

The proposed Land Use Amendment achieves the MDP objectives related to integrating land use districts, community infrastructure, and supportive uses within a Community Activity Centre.

This application and supporting Outline Plan provide the land uses and technical framework needed to achieve the development vision of the Community Activity Centre, proposes a grid based, well connected, complete street pattern in the subdivision design; it provides additional pedestrian linkages to create strong walkability, and it meets minimum intensity and density targets.

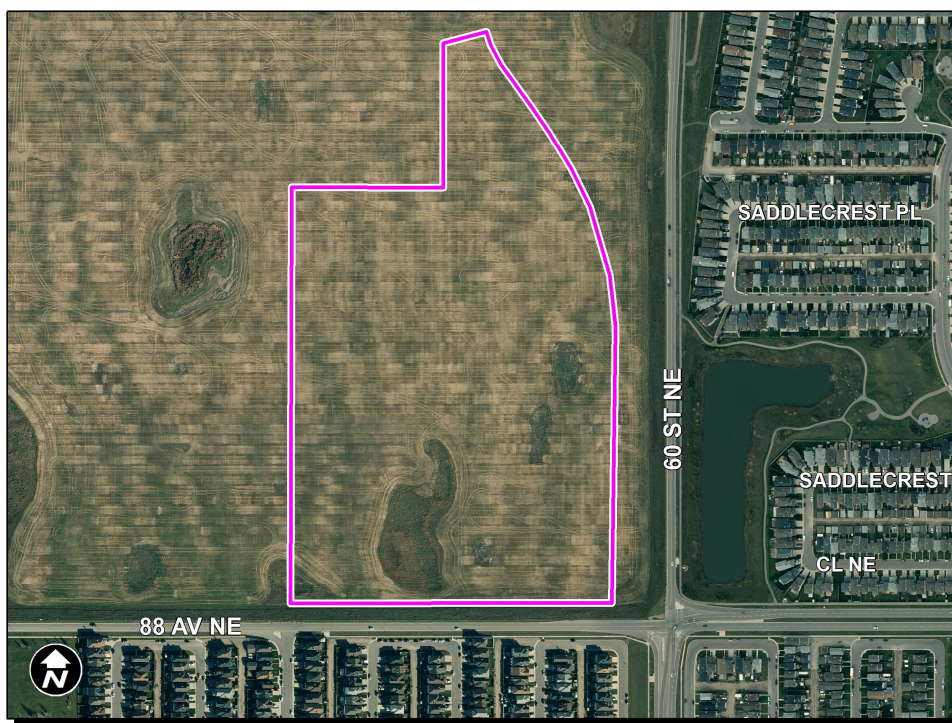
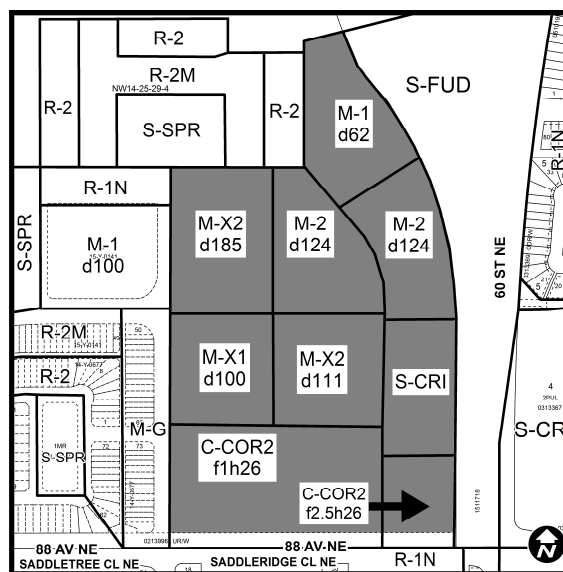
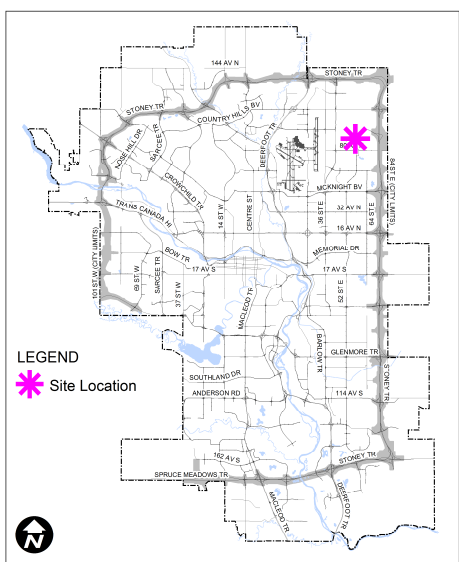
**ATTACHMENT**

1. Proposed Bylaw 187D2015

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LOCATION MAPS



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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 15.15 hectares  $\pm$  (37.44 acres  $\pm$ ) located at 9020 – 52 Street NE (Portion of NW 1/4 Section 14-25-29-4) from Special Purpose – Future Urban Development (S-FUD) District **to** Multi-Residential – Low Profile (M-1d62) District, Multi-Residential – Medium Profile (M-2d124) District, Multi-Residential – Medium Profile Support Commercial (M-X2d111) District, Multi-Residential – Medium Profile Support Commercial (M-X2d185) District, Multi-Residential – Low Profile Support Commercial (M-X1d100) District, Commercial – Corridor 2 f1.0h26, (C-COR2 f1.0h26) District, Commercial – Corridor 2 f2.5h26 (C-COR2 f2.5h26) District, Special Purpose – City and Regional Infrastructure (S-CRI) District.

**Moved by: J. Gondek**

**Carried: 6 – 1**

Opposed: G.-C. Carra

Reasons for support of Adoption recommendation from Ms. Wade:

- Private road allows to enhancement to the public realm with street furniture and plantings, and costs are born by the private land owners versus paying additional funds to City to secure removal if requires and limited to budgets.
- S-CRI sites were selected be Transit on the internal review process and the Applicant has worked with Administration on location. The design has not yet been developed by Transit/Transportation, nor is it required at outline plan stage. Other options were considered but the location of S-CRI was agreed to by all parties. Next step is to review the development permit drawings when received.
- Moving forward can some temporary uses be created for the S-CRI site?
- Applicant proposed angle parking, some different locations for the transit hub which were proactive. Perhaps coming before Urban Design Review Panel and/or Planning Commission earlier would assist in discussion on design/land use.

Reasons for support of Adoption recommendation from Ms. Gondek:

- To send this application back to the drawing board at this stage is to say that neither Administration nor the Applicant have provided a plan from which to build a strong TOD community. Until we see the design, we do not have the right to condemn the plan as bland or not creative. Our process is set up as land use first, then development plan – where we see the design. Perhaps we need to move a more design-driven process where land use falls out from clean design plans, but that is not something we presently practise. We cannot make one application the exception so we can indulge ourselves.
- Administration brought up an excellent point in that any issues with land use on the S-CRI can be addressed moving forward. Land use change is possible as needed down the road, should the existing land use be deemed restrictive.

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Reasons for support of Adoption recommendation from Mr. Friesen:

- I supported this Land Use and Outline Plan because much of the plan had merit and because the developer had worked hard to deal with the limitations imposed by administration. I was troubled by the lack of direct connection for the pedestrian 'high street' to the future LRT station. Having a transit turnaround between the pedestrian 'high street' and the station is certainly clumsy but the issue should have been dealt with earlier in the process. This is another case which illustrates that the CPC/UDRP/Planning approval process needs to be refined.
- I was also concerned about the notion that the only way to create a high quality pedestrian environment is for the roads or paths to be privately held. If this LRT airport transfer station is a gateway to Calgary providing a first impression of the City to visitors then it is providing an amenity for all of Calgary, not just the local neighbourhood or business owners. That being the case the City should take the responsibility for the quality of the area and it is troubling that the rules/standards do not encourage this.

**2015 September 24**

**MOTION:** The Calgary Planning Commission **TABLED** Item 5.06 (LOC2014-0208) to the Call of the Chair.

**Moved by: J. Gondek**  
Absent: G.-C. Carra and  
S. Keating

**Carried: 5 – 0**

**MOTION:** The Calgary Planning Commission **LIFTED THE ITEM FROM THE TABLE.**

**Moved by: M. Tita**

**Carried: 7 – 0**

**MOTION:** The Calgary Planning Commission **REFERRED** the proposed redesignation of 15.15 hectares ± (37.44 acres ±) located at 9020 – 52 Street NE (Portion of NW 1/4 Section 14-25-29-4) from Special Purpose – Future Urban Development (S-FUD) District **to** Multi-Residential – Low Profile (M-1d62) District, Multi-Residential – Medium Profile (M-2d124) District, Multi-Residential – Medium Profile Support Commercial (M-X2d111) District, Multi-Residential – Medium Profile Support Commercial (M-X2d185) District, Multi-Residential – Low Profile Support Commercial (M-X1d100) District, Commercial – Corridor 2 f1.0h26, (C-COR2 f1.0h26) District, Commercial – Corridor 2 f2.5h26 (C-COR2 f2.5h26) District, Special Purpose – City and Regional Infrastructure (S-CRI) District back to the Administration to develop a plan, using the existing proposed “ingredients”, to ensure that the high quality pedestrian environment of

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the Main Street directly integrates with the LRT platform and bus stops, and that the Park 'n' Ride is better placed to ensure pedestrian access and egress uses and activates the Main Street and to return and return to Calgary Planning Commission no later than 2015 December 17.

**Moved by: G.-C. Carra**

**LOST: 1 – 6**

Opposed: M. Wade, C. Friesen,  
R. Wright, M. Tita,  
S. Keating and J. Gondek

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**Applicant:**

Brown & Associates Planning Group

**Landowner:**

Genstar Titleco Limited

Planning Evaluation Content	Issue	Page
<b>Density</b> <i>Is a <b>density increase</b> being proposed.</i>	Yes	5
<b>Land Use Districts</b> <i>Are the changes being proposed <b>housekeeping</b> or <b>simple bylaw amendment</b>.</i>	No	5
<b>Legislation and Policy</b> <i>Does the application comply with policy direction and legislation.</i>	Yes	6
<b>Transportation Networks</b> <i>Do different or specific <b>mobility considerations</b> impact this site</i>	No	7
<b>Utilities &amp; Servicing</b> <i>Is the site in an area under <b>current servicing</b> review and/or has <b>major infrastructure</b> (water, sewer, storm and emergency response) concerns.</i>	No	7
<b>Environmental Issues</b> <i>Other considerations eg. sour gas or contaminated sites</i>	No	8
<b>Growth Management</b> <i>Is there growth management direction for this site. Does the recommendation create capital budget impacts or concerns.</i>	No	8
<b>Public Engagement</b> <i>Were <b>major comments</b> received from the circulation</i>	No	8

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**PLANNING EVALUATION**

**SITE CONTEXT**

The subject site is located in the northern boundary of the community of Saddle Ridge. The lands are located in an actively developing area of the city. Adjacent land uses include: low density residential to the east and south, developing residential to the north (Cityscape) and the approved land use/outline plan area of Savanna Stage 1 to the west.

The lands are framed by 88 Avenue NE to the south, and 60 Street NE to the east. The plan uses the established Savanna Stage 1 outline plan area as the western and northern boundaries of the site. Airport trail NE is located further north. A future (LRT) station is anticipated for the southeast corner of the subject lands.

**LAND USE DISTRICTS**

The Savanna Stage 2 Community Activity Centre represents a transit-oriented Community Activity Centre. A range of commercial, multi-residential, and special purpose land use districts are proposed in order to facilitate the development of a walkable, mixed use development centered around a suburban LRT station.

The land uses within the plan area consist of the: Multi-residential – Medium Profile (M-2) District. Multi-residential – Medium Profile Support Commercial (M-X2) District. Multi-Residential Low Profile Support Commercial (M-X1) District, Commercial- Corridor 2 (C-COR2) District, Multi-Residential- Low Profile (M-1) District and Special Purpose- City and Regional Infrastructure (S-CRI) District.

The south of the plan (sites 7 and 8) area is proposed as a community level commercial development districted with the C-COR2 land use designated. The C-COR2 land use district will allow for both the provision of a “first generation” commercial development in the short term and redevelopment potential over time as the community and infrastructure are built to support it. A private road is located within this area across the north side of the site which is intended to provide direct connection, and pedestrian activity area through the C-COR2 site to the transit hub. Small and medium format retail uses are intended to line the private street and provide a pleasant pedestrian experience.

M-X1 and M-X2 land use districts are located north of the C-COR2 site on sites 5 and 6 as shown on the outline plan. These land use districts require minimum amounts of support commercial on each block. This is in line with TOD policy requiring horizontal and vertical mixed use developments. If approved, a minimum of 300 square metres per site of mixed use non residential development is required at the outset of the project.

A future LRT station which functions as an extension of the Northeast LRT line is proposed on the east side of the application area. A transit hub and LRT park and ride are proposed directly adjacent to the future LRT station ensuring maximum convenience for public transit users.



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North of Savanna Boulevard NE M-X1, M-2 and M-1 Land Use Districts provide transition area toward the approved Savanna Stage 1 area. Height and density generally decrease gradually from the future LRT station. The one exception to this policy is the M-X2 land use district on site 4. The size, shape, adjacency to a park, vehicular accessibility, and pedestrian accessibility to this site give the site additional carrying capacity.

The rest of the plan area north from the proposed transit station gradually decreases in density through to the approved Savanna Stage 1 neighbourhood.

## **LEGISLATION & POLICY**

The proposed development has been reviewed in accordance with the existing statutory policy:

### **Municipal Development Plan**

The subject lands are shown on the Urban Structure Map of the MDP (Map 1) as included within the Developing Planned Greenfield areas with an existing Area Structure Plan. Through the approval process of Savanna Stage 1 an amendment to Map 1 of the MDP, Urban Structure, was completed with the intended CAC now shown on that map.

### **Area Structure Plan**

The subject lands are located within the Saddle Ridge Area Structure Plan (SRASP). The SRASP identifies the subject lands as a community activity centre and future LRT station. The plan was amended concurrently with the Saddle Ridge Stage 1 approval process.

Section 4.9 of the SRASP defines the policy goals and policies for this Community Activity Centre. As proposed this outline plan complies with, and/or provides the framework necessary to achieve these policy goals at the subdivision/development permit stage. The proposal specifically achieves a number of policies from the ASP including but not limited to:

- A healthy mix of residential, commercial, and special purpose districts with no type exceeding 70 percent of the mix.
- Land use district which guarantee a mix of residential and commercial uses on individual blocks (M-X1 / M-X2).
- A private street designed to facilitate the provision of small and medium format retail uses and work as a main pedestrian connection to the future LRT station.
- A mix of residential housing options at varying densities which provide appropriate transition to adjacent uses.
- A high degree of connectivity for pedestrians and cyclists through the outline plan area through the grid based street network, provision of regional trails and street typologies.

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**TRANSPORTATION NETWORKS**

The lands within the outline plan boundary are framed by divided arterial streets: 88 Avenue NE along the southern boundary and 60 Street NE along the eastern boundary. Included within the right-of-way for 60 Street is the future Light Rail Transit (LRT) alignment and station area. The LRT alignment will eventually be a  $\pm 1$  kilometre extension from its existing terminus at Saddletown Station. The Station area contains an LRT platform, park and ride lot and bus terminal.

Access for the lands will be provided at the intersection of 88 Avenue, a divided arterial roadway and Savanna Street NE, a primary collector roadway. The intersection of 88 Avenue and Savanna Street NE is to be signalized as a requirement of the Savanna Stage 1 outline plan. Savanna Drive, a local collector roadway also intersects with 88 Avenue. However, access to 88 Avenue via Savanna Drive NE will be restricted to right turns-in and right-turns out due to its proximity to the adjacent major intersections. The remainder of internal road network within the outline plan boundary is a modified grid, consisting of local collector streets.

The majority of the land within the outline plan boundary is located inside-of the 400 metre LRT station radius and is subject to the City's Transit Oriented Development (TOD) policy. Also, all the lands in the outline plan are within a Community Activity Centre identified in the Municipal Development Plan (MDP). Special attention will be focused at the tentative and development permit application stages on developing the TOD and Community Activity Centre comprehensively. Emphasis will be placed on developing continuous active transportation mode connections through and between sites. To that effect, a 21.7 metre private road is envisioned as a "high street" bisecting the boundary between the MX-1 and MX-2 parcels and the C-COR2 parcel to the south. The ultimate design of this road is planned to function as the principle pedestrian connection between the approved Savanna Stage 1 outline plan and the future LRT station area. In addition to the on-site active modes amenities, a comprehensive public regional pathway network has been provided both within and outside of the road right-of-way to enhance active modes travel throughout the outline plan area.

An amended Transportation Impact Assessment (TIA) was submitted in support of this application and has been approved by Transportation Planning. The TIA supports a maximum total of 923 units within the outline plan area. If unit totals in excess of 923 are proposed, Transportation will require an addendum to this TIA to determine whether the adjacent road network will support the added volume.

**UTILITIES & SERVICING**

Site Servicing evaluated the sanitary and water capacity, storm water management, and provision for private utilities within the project area. At this time capacity for all utilities and servicing is available for the Savanna Stage 2 area. All utilities required to service the plan area will be constructed at the cost of the developer.

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**ENVIRONMENTAL ISSUES**

A Biophysical Inventory analysis (BIA) and Phase 2 Environmental Site Assessment (ESA) were submitted for the plan area in conjunction with the application for Savanna Stage 1. No significant environmental issues have are present for the Savanna Stage 2 Community Activity Centre.

**GROWTH MANAGEMENT**

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

**PUBLIC ENGAGEMENT**

**Community Association Comments**

The Saddle Ridge Community Association was consulted under both the application for Savanna Stage 1 and again through the circulation process for Savanna Stage 2.

The community association indicated "We have been pleased with what was presented us so far" with the updates and finalization of Stage 2 of this neighbourhood.

**Citizen Comments**

No citizen comments were received by CPC Report submission date.

**Public Meetings**

Open houses for the plan area were conducted for this application through the approval of Stage 1. The Stage 2 area was brought back to the Saddle Ridge Community Association and members of the public to provide an update and solicit feedback and comments. Through this meeting no problems or objections were identified.

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**APPENDIX I**

**APPLICANT'S SUBMISSION**

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**SAVANNA STAGE 2**

2014 December 11

Savanna Stage 2 combined with the recently approved Savanna Stage 1 Outline Plan and Land Use Redesignation complete the vision for Genstar's neighbourhood of Savanna in Saddle Ridge, identified as Development Cell E in the SRASP. Savanna Stage 2, consists of a Community Activity Centre and Transit Station Planning Area. In alignment with the Municipal Development Plan, Saddle Ridge Area Structure Plan and New Community Guidebook, the proposed Outline Plan and Land Use application complete Savanna through provision of a compact urban "heart."

***the Vision***

Imagine ... its 2045 and the community of Savanna in Saddleridge is fully built out; a community with a "sense of place" that's experienced through the vitality of the Community Activity Centre. As one comes and goes from the active and "welcoming" LRT station and transit hub they are able to stop by the grocery store and local shops and in between those visits socialize outdoors with a coffee or sandwich in the many amenity spaces that have emerged to enhance ones walking experience home or to work.

The Savanna Community Activity Centre is an attractive, unique, walkable, and safe "heart" of the Savanna community. Living in the Savanna community has become a place that is unique for the comforts its offers in being able to live, shop and easily commute to work or the airport.

The pedestrian-oriented commercial "main street" provides retail, local accountants and doctors' offices and all of these amenities in close proximity to the diversity of living opportunities for all ages. The Community Activity Centre has become the place to live, work and enjoy social time day and evening. A range of high-quality multi-dwelling residential buildings provides for seniors with assisted living opportunities, and families and professionals in "live-work", townhouses and apartment built-forms.

Coming and going from the transit hub is enhanced with attractive, urban pedestrian connections and amenity spaces that comfortably move the resident through the commercial centre to the broader Savanna residential and open space parks and schools. The Community Activity Centre provides a front door to the community with its mix of uses, building types, amenity spaces, transit and connectivity. The airport spur line further enhances the vitality brought to and moving through the activity area.

Savanna's unique mix of uses has been fully enhanced with the vitality created by the realization of the Community Activity Centre and transit-oriented development.



*Savanna Transit Hub*



*Savanna "Main Street"*

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*the Plan*

The focus of Savanna Stage 2 is the Community Activity Centre (CAC) and the Transit Station Planning Area (TSPA). The intent is to create a vibrant pedestrian-oriented environment which consists of a critical mass of retail and service amenities, compact residential development and urban amenity spaces, achieved through the following plan elements:

**Transit-Oriented Urban Centre:** The area is a transit-oriented urban centre comprised of main floor retail businesses, second-floor offices and residential, vertical mixed-use buildings and nearby apartments that complement the rest of Savanna and provides a link with the future LRT station and transit hub. The higher intensity uses and layout within the CAC support transit use and connect the community to the LRT through a thoughtfully designed system of pedestrian-oriented streets, private streets, pedestrian connections and pathways, urban amenities and neighborhood parks.

**Medium-high-density, mixed-use area:** General land uses in the vicinity of the station and within the Community Activity Centre will include: a sector retail precinct, a retail "main street", mixed use buildings, multi-dwelling residential in the forms of four-storey walk-up apartments, comprehensive and street townhouses and rowhouses, and live-work units.

**Streetfront commercial:** Street oriented commercial is proposed along the east-west "main street" that traverses the commercial core, emphasizing pedestrian comfort and convenience through its design elements. The commercial core provides a variety of retail uses including a community-sized food store, restaurants, banks, services and other uses necessary to meet daily, and other needs of the neighbouring residents. Second-storey development along the retail "main street" can accommodate residential and/or offices.

**Pedestrian Oriented:** The pedestrian-oriented "main street" is envisioned as a compilation of vertical mixed-use buildings to accommodate storefront retail, restaurants and services at grade and residential above. The Transit Hub Plaza creates the terminus of the east end of this street, while a neighborhood park creates a visual focal point on the west end. Framed by street-oriented mixed-use buildings and angled parking, the "main street" provides a strong east-west pedestrian connection between the surrounding Savanna community and the LRT station.

A north-south grid is also established with Savanna Street NE and Savanna Drive NE. To create a fine grain pedestrian grid in close proximity to the LRT, an additional north-south pedestrian connection is provided. Urban amenity spaces punctuate this connection providing focal points, opportunities for social gathering and an urban open space that compliments the surrounding higher intensity uses.

**Transition to adjacent neighbourhoods:** The CAC is proposed to transition from commercial uses in close proximity to the LRT to multi-dwelling residential uses along the north and west boundaries providing an appropriate integration with the surrounding residential community. Strong east-west connections are proposed through the Community Activity Centre connecting the LRT to the residential community. The layout and uses within the CAC combined with the pedestrian-oriented streets, pedestrian connections and pathways, and urban amenity spaces create a vibrant urban environment that seamlessly integrates with the surrounding community.

The Savanna Stage 2 Outline Plan, Land Use Districts, and supporting technical reports are provided to The City to support the vision of this unique mixed-use Community Activity Centre.