

Background and Planning Evaluation

Background and Site Context

The subject site is located in the community of Saddle Ridge and consists of the 0.57 hectare (1.41 acre) southern portion of a parcel located south of 88 Avenue NE. This site is located at the northeast corner of the proposed intersection of Guru Nanak Gate NE and 87 Avenue NE. The site is currently vacant and will have access from both Guru Nanak Gate NE and 87 Avenue NE. This parcel was part of an outline plan, approved by Calgary Planning Commission in December 2018, which received approval for land use districts from Council in February 2019 (LOC2017-0042, Attachment 6). At the time of outline plan approval, this site was envisioned to form a neighborhood gateway along future Guru Nanak Gate NE.

Surrounding development is characterized by areas designated for future multi-residential development to the west, small-scale commercial development to the north, institutional and park uses to the south, and future low-density residential development to the east. New low-density residential development is located to the north across 88 Avenue NE. A bus stop is located approximately 100 metres north of the site along 88 Avenue NE.

Community Peak Population Table

The community of Saddle Ridge is a developing community, and the most recent population data was obtained 2019.

Saddle Ridge	
Peak Population Year	2019
Peak Population	22,321
2019 Current Population	22,321
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Saddle Ridge](#) community profile.



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing M-X2 District is intended for multi-residential development with support commercial uses. This District is generally located at community nodes or at transit and transportation corridors and nodes. It allows for a maximum floor area ratio of 3.0 and a maximum building height of 16 metres. It requires a minimum residential density of 60 units per hectare which would result in at least 34 dwelling units on this 0.57 hectare site.

The proposed C-N2 District is intended for small-scale commercial development with limited auto-oriented uses with buildings that are in keeping with the scale of nearby residential areas. It allows for a maximum floor area ratio of 1.0 and a maximum building height of 10 metres. The C-N2 District also allows for residential uses on the upper floors, however, it does not require residential uses as the existing M-X2 District does. The proposed C-N2 District, while removing the requirement for dwelling units, would still meet the *Saddle Ridge ASP* minimum density requirements.

The proposed C-N2 District allows for limited auto-oriented uses (Drive Through, Gas Bar, Auto Service – Minor, Car Wash – Single Vehicle, and Vehicle Rental – Minor). A drive through or a gas bar use, depending on its proposed size and location within the site, may not be suitable for this location as it does not have direct access from 88 Avenue NE. However, these auto-oriented uses are discretionary in the C-N2 District and their appropriateness on this site will be further evaluated at the development permit stage.

As an alternative, Administration reviewed and discussed the use of the C-N1 District for this site. The C-N1 District allows for similar uses as C-N2 District but does not allow for auto-oriented uses. Administration supports the C-N2 District for this site as it continues to provide small scale commercial uses for the immediate community, meets the applicant's business needs and addresses a market demand by providing additional flexibility with limited auto-oriented uses. At the time of development permit, discretionary uses will be reviewed for compatibility with the surrounding context by carefully selecting a neighborhood-focused size and a suitable location within the site.

Development and Site Design

The applicable land use policies and the rules of the proposed C-N2 District will provide guidance for the future development of this site including appropriate uses, height and building massing, landscaping and parking. Given the specific context of this corner site forming the neighborhood gateway along future Guru Nanak Gate NE, and with adjacency to proposed institutional and park uses to the south, additional items that are being considered through the development permit process include, but are not limited to:

- ensuring engaging front facade along Guru Nanak Gate NE;
- ensuring compatible interface with adjacent low-density residential district to the east;
- ensuring quality interface with the proposed park to the south; and
- ensuring any auto-oriented uses are appropriately sized and carefully located within the site to respect the neighborhood-focused environment and to minimize any negative impacts to the public realm.

Transportation

A Transportation Impact Assessment was not required for this proposal. Site access will be available from future Guru Nanak Gate NE (right-in/right-out only) and 87 Avenue NE. Details of the access design will be finalized at the development permit stage. The nearest bus stop is located approximately 100 metres north of the site along 88 Avenue NE and includes Route 128 (Cornerstone), providing connectivity to Saddletowne LRT Station.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary and storm sewer mains are available and can accommodate the proposed land use redesignation without the need for network upgrades at this time. Specific details of site servicing and stormwater management will be reviewed in detail at the development permit stage.

Legislation and Policy

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 efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed land use amendment builds on the principles of the IGP by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Calgary International Airport Vicinity Protection Area (2009)

The [Calgary International Airport Vicinity Protection Area](#) (AVPA) identifies the subject site as being located within the 25 – 30 Noise Exposure Forecast (NEF) of the AVPA. The AVPA Regulation was created to ensure that only compatible land uses are developed near airport flight paths. The AVPA Regulation establishes prohibitive uses in certain locations, identified within Noise Exposure Forecast (NEF) areas. The uses allowed with the proposed C-N2 District are generally allowable within the 25 – 30 NEF contour area. Future development permits would be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

Municipal Development Plan (Statutory – 2009)

[Map 1: Urban Structure](#) of [Municipal Development Plan](#) (MDP) includes the subject parcel within the Planned Greenfield with Area Structure Plan typology. The MDP recognizes that ASPs are appropriate policies to provide specific direction for development of local communities in these areas.

Climate Resilience Strategy (2018)

This application does not include any specific actions that address objectives of the [Climate Resilience Strategy](#). Further opportunities to align development of this site with applicable climate resilience strategies may be explored and encouraged at subsequent development approval stages.

Saddle Ridge Area Structure Plan (Statutory – 2012)

The subject parcels are located within the area covered by the [Saddle Ridge ASP](#). Map 6: Land Use Plan of the ASP shows the subject parcels within the Cell D Residential Area, but outside the Neighbourhood Activity Centre (NAC). Section 4.2.3 of the ASP includes composition, design and implementation policies for the Cell D Residential Area.

Section 4.2.3.1, Composition of the Cell D Neighborhood policy, describes that Cell D is intended to be designed as an integrated neighbourhood containing low to medium density residential development including a mix of housing types, a NAC, an interconnected grid-based street pattern, parks, and green infrastructure. The ASP requires a minimum average residential density of 20 units per gross developable hectare (8 units per gross developable acre) in Cell D.

The ASP prioritizes multi-residential, commercial and employment uses within the NAC area. Section 4.2.3.2, Design of the Cell D Neighborhood policy, recommends that complementary neighbourhood-scale commercial and employment uses outside of the NAC may be considered at: community entrance locations; adjacent to transit stops, along collector streets; or at neighbourhood gathering locations.

The proposal conforms to the applicable Cell D Residential Area policies. The proposal maintains low to medium density residential neighborhood character. It allows for a neighborhood-oriented commercial site near a community entrance location (future Guru Nanak Gate NE) and along future collector streets. With the proposed institutional and park uses to the south, the site has the potential to become a neighbourhood gathering location.

The average residential density approved for this outline plan area (and for the adjacent outline plan to the east) within Cell D area is 24.2 units per gross developable hectare (9.8 units per gross developable acre) with at least 65 percent non-single detached housing units. The proposed redesignation will reduce the average residential density for this area to 22.4 units per gross developable hectare (9.1 units per gross developable acre) with at least 62 percent non-single detached housing units. This calculation is based on the minimum residential densities required in the existing and proposed residential land use districts.

The proposal would remove approximately 34 residential units by this application, while still resulting in adherence to the local plan's density requirements. It is also noteworthy that, because of higher average household sizes in the Saddle Ridge community of 4.1 residents per household, (compared to The City of Calgary's average household size of 2.6), only minimal impacts to overall population are expected from the proposed land use change – particularly considering that the proposal removes only apartment-style units which tend to house smaller households.