

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northeast established community of Saddle Ridge. The site is within Cell D of the *Saddle Ridge Area Structure Plan (ASP)*, as shown on the Site Context Map on page 2.

The subject site and other lands of Cell D are a developing area that was originally subdivided and developed as country residential acreages before being annexed into the City of Calgary in 1961. Per standard process, these existing dwellings will be required to be demolished prior to subdivision endorsement. Redevelopment and servicing of the Cell D lands has proceeded slowly to date, although redevelopment north of 84 Avenue NE has been ongoing for several years. Only a single parcel in Cell D south of 84 Avenue NE has received development approval.

To the north, east and south of Cell D is the community of Saddle Ridge which includes a number of established services and amenities including the Saddle Towne LRT Station, Genesis Centre and Saddle Towne Crossing commercial area. To the west are undeveloped industrial lands adjacent to the Calgary International Airport. The ASP provides policy direction for the development of the lands in Saddle Ridge. In particular, the policies related to Cell D recognize the challenges of redeveloping fragmented lands and focus on supporting landowner collaboration and comprehensive planning of development.

The outline plan area is approximately 11.67 hectares (28.82 acres) and is primarily composed of six rectangular parcels approximately 2 hectares (5 acres) in size. Small portions of 5029 – 84 Avenue NE and 4520 – 80 Avenue NE are planned to be used for road right-of-way and utility easements respectively, and are included in the outline plan but are not part of the proposed land use amendment. Furthermore, a 0.07 hectare (0.17 acre) piece of closed road right-of-way that abuts the south edge of 4820 – 80 Avenue NE is included with the land use amendment and is intended to be sold to the adjacent landowner.

The site topography is largely flat with no major natural areas on site. A small area of the land has a total of four wetlands, three temporary marshes and one seasonal marsh. These wetland areas have been disturbed and are not of a character or size that qualifies them for protection.

Access to the site will be taken from a new north-south roadway, Saddlehaven Drive NE, which connects between 80 Avenue NE and 84 Avenue NE. A future east-west collector road, Saddleranch Boulevard NE, and several local residential streets are also planned to provide the structure of the mobility network in the community.

The proposed outline plan and land use amendment provide a basis for the continued development of a complete community in Cell D of Saddle Ridge. Notable features of the proposal include:

- the road layout provides the opportunity for logical extensions into surrounding parcels in the future;
- the block-based grid street network, and system of parks and pathways fosters strong pedestrian and cycling connectivity;

- the integrated, community-scale commercial developments are located close to established and developing residential areas; and
- the provision of regularly-spaced parks along Saddleranch Boulevard NE provides amenity for local residents and opportunities for retail activated park spaces along a mixed commercial and residential street.

**Site Context Map**





1:5000



Outline Plan Area

**Saddle Ridge Cell D**  
Site Context Map





0 100 200 300  
metre

October 2023

Dec 08, 2023 - 2:51pm W:\2102-21 Saddle Ridge Cell D\_Param Sidhu 2021\_Feb2015.0 Technical\5.1 Technical Production\5.1.1 AutoCAD\2102-21 community map.dwg Layout1

## Community Peak Population Table

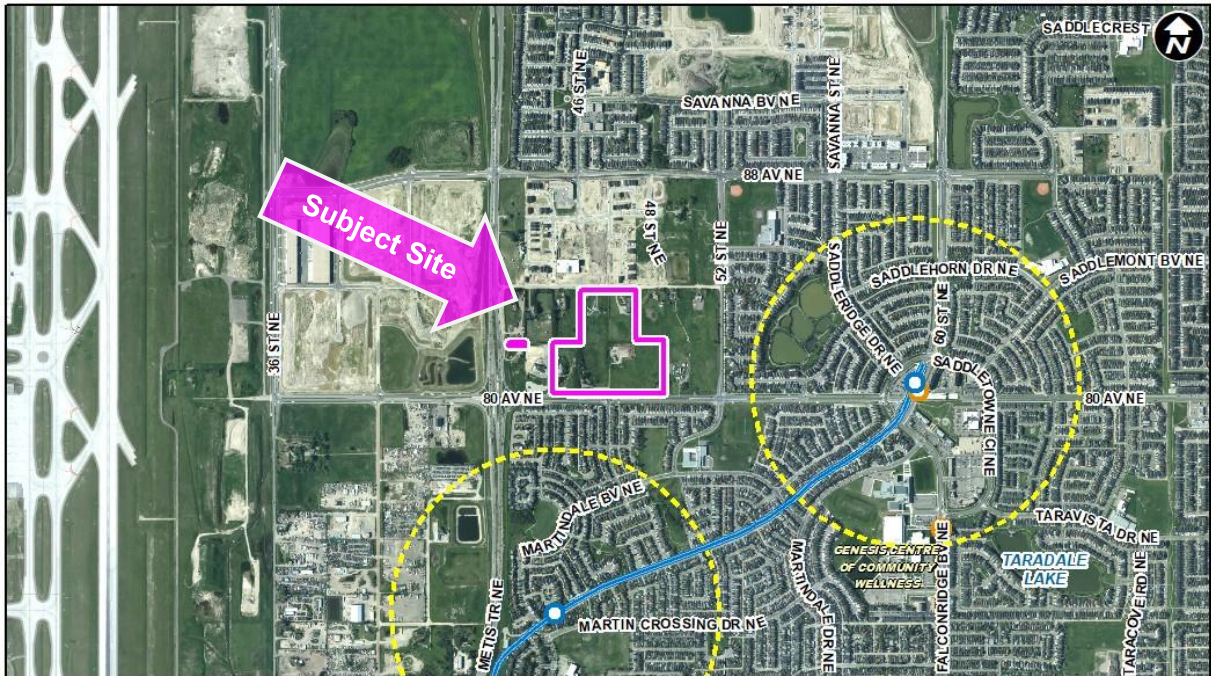
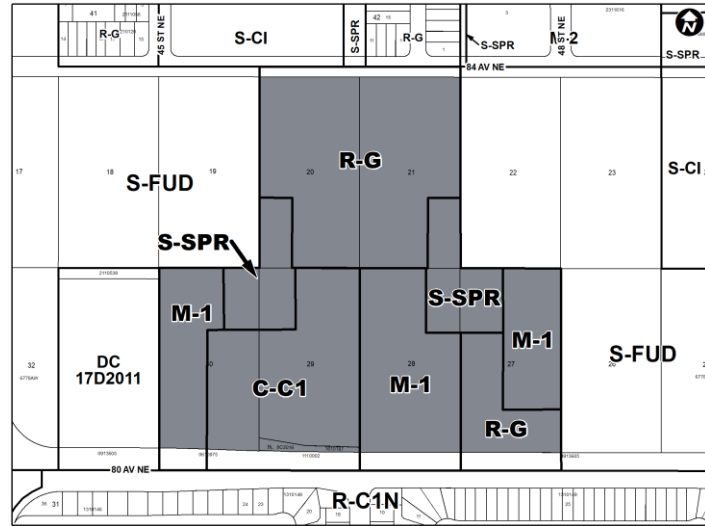
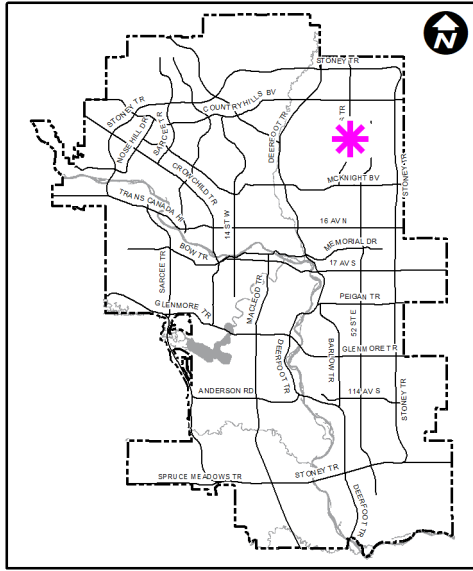
As identified below, the community of Saddle Ridge reached its peak population in 2019, however, the area continues to experience ongoing development.

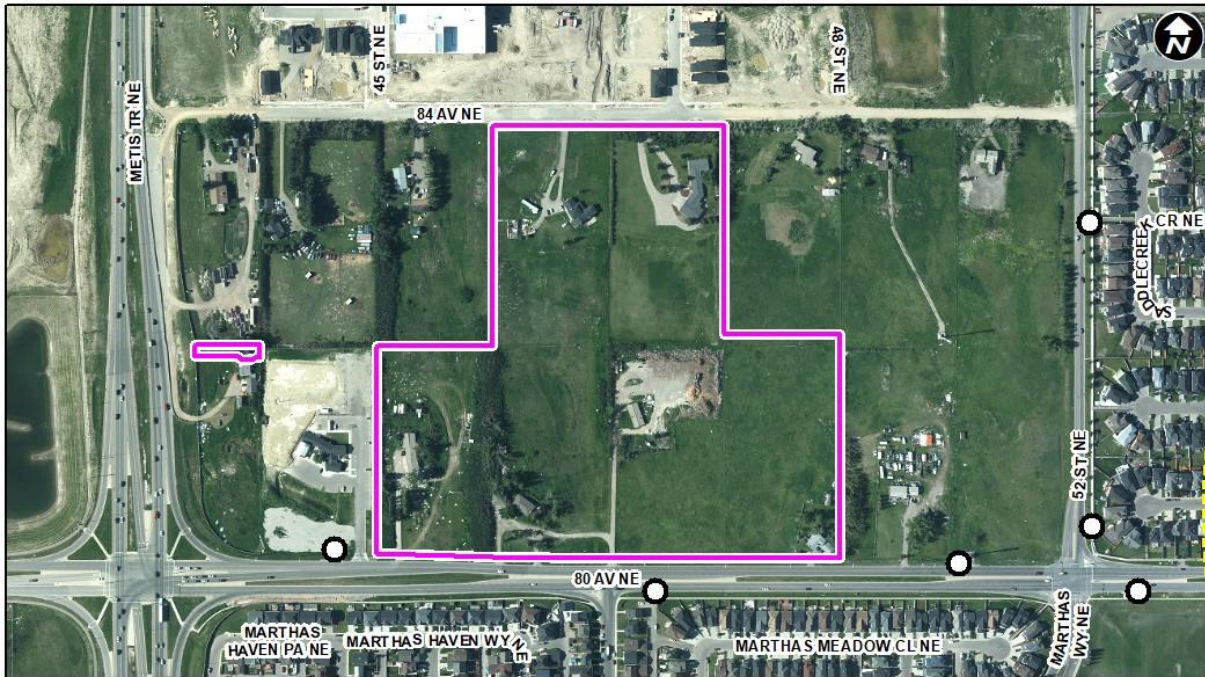
<b>Saddle Ridge</b>	
Peak Population Year	2019
Peak Population	22,321
2019 Current Population	22,231
Difference in Population (Number)	0
Difference in Population (Percent)	0.0%

Source: *The City of Calgary 2019 Civic Census*

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

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing land use is the Special Purpose – Future Urban Development (S-FUD) District which is intended for lands awaiting urban development and utility servicing. There are 0.15 hectares  $\pm$  (0.37 acres  $\pm$ ) on two parcels that are included in the outline plan which are remaining designated as the S-FUD District. Those lands are a part of the outline plan to accommodate the construction of a street (Saddleranch Boulevard NE) and to provide a utility right-of-way. The ultimate land use for those two portions of land will be revisited with future stages of development. This is the reason why the outline plan has a larger area than the land use amendment area.

This application proposes the following residential, commercial, and special purpose districts:

- Residential – Low Density Mixed Housing (R-G) District;
- Multi-Residential – Low Profile (M-1) District;
- Commercial – Community 1 (C-C1) District; and
- Special Purpose – School, Park and Community Reserve (S-SPR) District.

The proposed R-G District is intended to support a variety of low-density residential building forms including single and semi-detached dwellings, duplex dwellings, and rowhouse buildings, along with secondary suites and backyard suites. The maximum building height in this district is

12.0 metres. R-G District sites comprise 4.24 hectares  $\pm$  (10.48 acres  $\pm$ ) of the proposed redesignation area.

The proposed M-1 District enables multi-residential development of low height and density and it is intended to be in close proximity or adjacent to low density residential development. The M-1 District allows for a maximum building height of 14.0 metres (approximately three to four storeys) and a maximum floor-area ratio (FAR) of 3.0. The M-1 District has a minimum density of 50 units per hectare and a maximum density of 148 units per hectare. The M-1 District sites comprise 3.50 hectares  $\pm$  (8.65 acres  $\pm$ ) of the proposed redesignation area.

The proposed C-C1 District is intended to allow for community-scale commercial development with potential for residential uses on the upper floors at a compatible scale to nearby residential areas. Limited automotive service uses are allowed. The C-C1 District has a maximum building height of 10 metres and a maximum FAR of 1.0. The C-C1 District sites comprise 2.32 hectares  $\pm$  (5.73 acres  $\pm$ ) of the proposed redesignation area.

The proposed S-SPR District is intended to provide for schools, parks, open spaces, and recreational facilities. This District is only applied to lands that will be dedicated as Municipal School Reserve (MSR) or Municipal Reserve (MR) pursuant to the *Municipal Government Act*. Throughout the outline plan lands, small neighbourhood parks are provided that serve varying functions and recreational opportunities. Given the split nature of land ownership in the outline plan area, each landowner has elected to provide the required 10 percent MR dedication on their own site rather than provision of a single, larger park space. S-SPR District sites comprise 1.43 hectares  $\pm$  (3.54 acres  $\pm$ ) of the proposed redesignation area, which is 10 percent of the gross developable area of the outline plan area.

### **Subdivision Design**

The design of the proposed outline plan responds primarily to the existing grid pattern of land ownership and subdivision of the site. The proposed subdivision design provides for individual landowners to develop their lands while providing for a logical network of streets and services that can be extended to include other landowners if their sites are ready to develop.

Other features of the proposal include:

- the alignment of Saddlehaven Drive NE provides a continuous connection with the neighbourhoods to the north and south;
- the provision of a north-south regional trail on Saddlehaven Drive NE provides a continuous active modes connection to the existing off-street regional trail that runs through the park system north of 84 Avenue NE; and
- the provision of an east-west regional trail along 80 Avenue NE provides a safe and direct connection towards the Saddletowne LRT Station to the east.

### **Open Space**

Given the split nature of land ownership in the outline plan area, each landowner has provided the required 10 percent MR dedication on their own site. Between individual sites, park spaces have been combined and mirrored where possible to provide inter-related and larger cohesive park spaces. The proposed parks will have varying roles and functions which provide both passive and active park uses such as play areas, informal open spaces and a hard surface multi-court. Local pathways within the parks will connect adjacent residents through the parks to the main roads. Proposed pathways along the east side of Saddlehaven Drive NE and the north side of 80 Avenue NE are provided to tie-in to existing and future pathway networks.

### **Density and Intensity**

At build-out, the proposed plan area is expected to have an anticipated 312 units and 5,100 square metres of commercial space. This translates to approximately 807 people and 133 jobs within the future neighbourhood. The proposed development is anticipated to achieve a residential density of 26.7 units per hectare (10.8 units per acre). The anticipated intensity of the proposed development is 81 people and jobs per gross developable hectare.

The *Municipal Development Plan* (MDP) sets out minimum density and intensity targets for new communities at a density of 20 units per gross developable hectare (8 units per acre) and an intensity of 60 people and/or jobs per gross developable hectare. The ASP sets out the same density and intensity targets as the MDP. Based on the anticipated residential density and intensity, the proposed development meets the targets of both the MDP and ASP.

### **Transportation**

The regional transportation network consists of 80 Avenue NE along the southerly boundary of the plan area, Métis Trail NE along the westerly boundary of the plan area, and 52 Street NE along the east boundary of the plan area. Métis Trail NE, 80 Avenue NE, and 52 Street NE are classified as Arterial Standard roadways per the *Calgary Transportation Plan* (CTP). The north side of the plan area is bounded by 84 Avenue NE, which is classified as a Collector Standard roadway per the CTP.

A Transportation Impact Assessment (TIA) was prepared to inform the road network of the proposed outline plan. The TIA was reviewed in relation to internal street classifications and cross-sections, as well as intersection configurations. The active modes connectivity metrics meets and exceeds the greenfield residential target.

Primary access to the community will be provided by the Collector Standard street Saddlehaven Drive NE, which connects from 80 Avenue NE on the south to 84 Avenue NE on the north. Although community development in this area has a fragmented nature, 84 Avenue NE will ultimately connect to both Métis Trail NE and to 52 Street NE.

The proposed internal road network builds on the grid of the existing subdivision pattern, establishing a contiguous mobility network that can be extended into adjacent properties to the east and west when they are ready for redevelopment. Access to some internal sites may initially be served by temporary designs, which will evolve to a permanent design as the adjacent community and street network develops.

Internal street cross sections have been utilized to accommodate Transit and multi-modal transportation needs. Saddlehaven Drive NE and 80 Avenue NE will each include 3.0 metre multi-use regional pathways. Although it is outside of the typical 600 metre walking distance for Transit Oriented Development, the inclusion of the 3.0 metre multi-use pathway on 80 Avenue NE would establish a direct pedestrian and bicycle connection from the plan area to the Saddletowne LRT station. Transit service within the community will be taken along proposed Collector Standard roadways including Saddlehaven Drive NE, Saddleranch Boulevard NE, 84 Avenue NE and 80 Avenue NE. Transit bus service will take riders to a variety of destinations, including the Saddletowne LRT station.

### **Environmental Site Considerations**

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

## Utilities and Servicing

### ***Stormwater Servicing***

The proposed development conforms with the Saddle Ridge Cell D South Land Master Drainage Plan. Storm water is planned to flow westerly through developer constructed storm sewers and transported to the Saddle Ridge Cell D stormwater pond on the west side of Métis Trail NE.

### ***Sanitary Servicing***

The developer constructed sanitary system will connect to the existing main on 80 Avenue NE. There are no sanitary capacity concerns for this development.

### ***Water Servicing***

The developer constructed water network will make connections to the existing City mains on 80 Avenue NE and 52 Street NE. There are no concerns with water network capacity for this development.

## Legislation and Policy

### **South Saskatchewan Regional Plan (2014)**

Administration's recommendation aligns 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.

### **Growth Plan (2022)**

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

### **Calgary International Airport Vicinity Protection Area (2009)**

The [Calgary International Airport Vicinity Protection Area](#) (AVPA) identifies portions of Block 30 and Block 32 within the 25-30 Noise Exposure Forecast (NEF) Contour. 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 NEF areas. The proposed commercial land uses and utilities are generally allowable within the 25-30 NEF contour area. Future development permits within the AVPA would be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

### **Municipal Development Plan (Statutory – 2009)**

The subject parcel is considered to be Developing Residential - Planned Greenfield with Area Structure Plan as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). This application proposes integrating a mix of dwelling types and land uses within a neighbourhood, uses a grid-based pattern of complete streets in the subdivision design that allows for integration by future developments, and meets minimum intensity and density targets. This application aligns with applicable MDP policies.



**Calgary Climate Strategy (2022)**

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

**Saddle Ridge Area Structure Plan (Statutory – 2007)**

The subject site is located within the [Saddle Ridge Area Structure Plan](#) (ASP). The ASP identifies the subject lands as part of the Cell D residential area. Given the challenges associated with developing lands with split land ownership, policies in the area are focused on encouraging collaboration between landowners and establishing a logical and comprehensive planning area. This application fulfills the policy objectives for this area by providing a range of land uses that support the establishment of a complete community. It also establishes a subdivision pattern that allows for future development of adjacent lands to easily integrate. This application aligns with applicable ASP policies.