

BYLAW NUMBER 3P2016

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE SADDLE RIDGE AREA
STRUCTURE PLAN BYLAW 3P84**

WHEREAS it is desirable to amend the Saddle Ridge Area Structure Plan Bylaw 3P84, as amended;

AND WHEREAS Council has held a public hearing as required by Section 692 of the Municipal Government Act, R.S.A. 2000, c.M-26, as amended:

NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

1. This Bylaw may be cited as the "Saddle Ridge Area Structure Plan Amendment Number 16 Bylaw."
2. The Saddle Ridge Area Structure Plan attached to and forming part of Bylaw 3P84, as amended, is hereby further amended as follows:
 - (a) Delete the existing Map 2 entitled "Study Area Context" and replace with the revised Map 2 entitled "Study Area Context", attached hereto as Schedule A.
 - (b) Delete the existing Map 5 entitled "Development Cells" and replace with the revised Map 5 entitled "Development Cells", attached hereto as Schedule B.
 - (c) Delete, in its entirety, Sections 4.2.3 and 4.2.4, entitled, "Transitional Residential Area" and "Medium Density Residential Area".
 - (d) Insert a new Section 4.2.3, entitled, "Cell D Residential Area" and add the following wording:

"4.2.3.1 Composition of the Cell D Neighbourhood"

Cell D shall be designed as an integrated neighbourhood containing low to medium density residential development including a mix of housing types, a Neighbourhood Activity Centre (NAC), an interconnected grid-based street pattern, parks, and green infrastructure. Outside of the NAC area, the predominant land use should be residential. In addition, complementary Neighbourhood scale institutional and cultural facilities, or complementary Neighbourhood scale commercial and employment uses may be allowed where deemed appropriate by the Approving Authority. Priority should be given to located commercial and employment uses within the NAC.

Multi-residential and neighbourhood scale commercial and employment uses and developments (outside of the NAC area) should not compromise the viability of development of multi-residential or commercial developments within the NAC. A market study may be asked

to be provided in support of an application for multi-residential or commercial developments outside of the NAC.

A minimum average residential density of 20 units per gross developable hectare (8 units per gross developable acre) is required in Cell D to an anticipated maximum of 40 units per gross developable hectare (16 units per gross developable acre). An analysis of the capacity of the infrastructure will assist in determining the appropriate density for each application.

A minimum of 30% of the housing units within Cell D shall be non-single detached housing units.

4.2.3.2 Design of the Cell D Neighbourhood

Streetscape and Community Design:

Connectivity and mobility throughout Cell D will be facilitated by a block-based road network comprised of walkable streets fronted by street-oriented development.

P-loops, cul-de-sacs and other single-access street patterns should be avoided wherever practical. In cases where this is deemed impractical by the Approving Authority, safe and attractive pedestrian and bicycle connections shall be provided to link streets.

The Cell D neighbourhood should provide a distinct identity for its residents, created through the protection of natural features, incorporation of public parks, gathering places, neighbourhood scale institutional uses, and use of streetscape design, distinctive buildings, landmarks, and public art.

The neighbourhood shall be organized around community focal points such as the Neighbourhood Activity Centre, park spaces, or other community amenities.

Multi-residential development should be oriented to face the public grid street network.

Multi-residential development may be considered at locations: along the collector streets, adjacent to transit stops, adjacent to parks, adjacent to institutional sites, and in proximity to the Neighbourhood Activity Centre.

Complementary Neighbourhood scale commercial and employment uses outside of the Neighbourhood Activity Centre may be considered at: community entrance locations; adjacent to transit stops, along collector streets; or at neighbourhood gathering locations.

Municipal Reserve land dedication is the preferred mechanism for provision of outstanding Municipal Reserves in Cell D. Municipal reserves should be consolidated into larger areas that can contribute to programmable park spaces and green corridors.

The size, location, programming and configuration of municipal reserve parcels shall be determined at the Outline Plan / Land Use Amendment stage.

The Outline Plan / Land Use Amendment stage will determine whether there are any wetlands within the project area that are appropriate for preservation.

Building Form and Design:

Multi-residential developments should be designed to provide elements such as:

- a. façade details and articulation through windows, doors, recesses, canopies, awnings and porches to increase the connection with the public realm and enhance the streetscape;
- b. low shrubs and decorative fences for residential units;
- c. a sense of entry to the site at the driveway access by planting trees and shrubs, and providing pedestrian lighting on both sides of the access;
- d. a building height transition to adjacent lower density development;
- e. buildings that face the street and have street-side main entries designed to draw attention to their location;
- f. pedestrian connections to the street and area amenities;
- g. underground parking or screening of parking areas.

Townhouses and rowhouse buildings should be designed to front onto a public street with parking access ideally provided from a rear lane.

4.2.3.3 Cell D Implementation Policies:

The Saddle Ridge Cell D area is a challenging redevelopment site because of the existing subdivision pattern consisting of +/- 2.02 ha (+/- 5.0 acre) parcels, the number of parcels within the area, and the technical aspects for extension of necessary servicing infrastructure into the site. Because of these considerations, and to ensure a comprehensively planned development, the following implementation policies have been developed to help guide future Outline Plan and Land Use amendment applications.

All lands within the Cell D Policy Area are required to follow the Cell D Implementation Policies included in this section.

When an Outline Plan application is required to be submitted in support of a proposed Land Use Amendment application, the application should be submitted with outline plan boundaries that extend beyond a single parcel of land, and represent a logical and comprehensive planning area. Defining a logical and comprehensive planning area will be based on the following:

- a. The boundaries proposed include an application area that achieves an integrated land use concept in harmony with any adjacent land use approvals;

- b. The boundaries proposed provide for the necessary extension of servicing infrastructure into the area;
- c. The proposal provides the necessary road rights of way required to gain access to the site in accordance with the Area Structure Plan Land Use Concept;
- d. The boundaries proposed include a development which meets the minimum density requirements;
- e. The boundaries proposed include a concentration of required Municipal Reserves / park spaces that meet the Area Structure Plan's vision;
- f. The boundaries follow defined features including existing or proposed roads, and / or are adjacent to approved Outline Plan boundaries.

In instances where Outline Plan boundaries do not represent a logical and comprehensive planning area, at a minimum, a Concept Plan is required to be submitted in support of the application, for the remaining lands within the planning cell, as defined during the pre-application review process. At a minimum, the Concept Plan shall identify: a future land use concept and built form; proposed densities, servicing infrastructure extensions; municipal road extensions, and Municipal Reserve / park spaces.

Due to the existing subdivision and land ownership pattern of the Cell D lands it may not always be possible to accommodate, in the initial phase, a comprehensive street network. Developers will be required to demonstrate how access to the proposed development can be accommodated in accordance with MDP and CTP policy, where two accesses are necessary to support the proposed development. Provided new street development is contributing to the anticipated future street network, and there is a supporting technical analysis, staged development of the road network may be considered as an interim condition, which will be evaluated as part of the outline plan application review process.

- (e) Delete the existing Map 6 entitled "Land Use Plan" and replace with the revised Map 6 entitled "Land Use Plan", attached hereto as Schedule C.
- (f) Delete the existing Map 9 entitled "Stormwater Management" and replace with the revised Map 9 entitled "Stormwater Management", attached hereto as Schedule D.
- (g) In Section 6.3.1, entitled "Design of Stormwater Management System" delete the following wording from the second paragraph:

"due to the topography of the land. The costs and funding associated with the purchase of the storm pond and its construction should be reviewed prior to approval of future Outline Plan / Land Use amendment applications."
- (h) In Section 6.3.1, entitled "Design of Stormwater Management System" add the following text as a new paragraph at the end of the section:

“A surplus portion of the Métis Trail NE right-of-way will be legally closed and retained by The City as a Public Utility Lot (PUL). Additional land will be dedicated as PUL by the industrial developer within the Cell F lands. This PUL will be for a shared stormpond that benefits both Cell D (residential) and the southern portion of Cell F (industrial). The first developer needing stormwater services will be required to construct the full pond and downstream trunk infrastructure. This developer will be entitled to recover stormwater infrastructure costs from the other benefitting landowners. Those benefitting landowners will pay their proportionate share of those costs at the first subdivision or development permit following approval of this ASP amendment.

The routing of the internal stormwater network for Cell D will be accommodated within collector roads shown in Map 6 and through the local roads, utility easements and Public Utility Lots. This stormwater network should be finalized through an Outline Plan for a logical and comprehensive planning area within Cell D. Design details should demonstrate how the system will accommodate stormwater services for all landowners within Cell D. The funding and timing associated with locating the storm pond and its construction should be reviewed prior to approval of future Outline Plan/Land Use amendment applications.”

3. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME THIS ____ DAY OF _____, 2016.

READ A SECOND TIME THIS ____ DAY OF _____, 2016.

READ A THIRD TIME THIS ____ DAY OF _____, 2016.

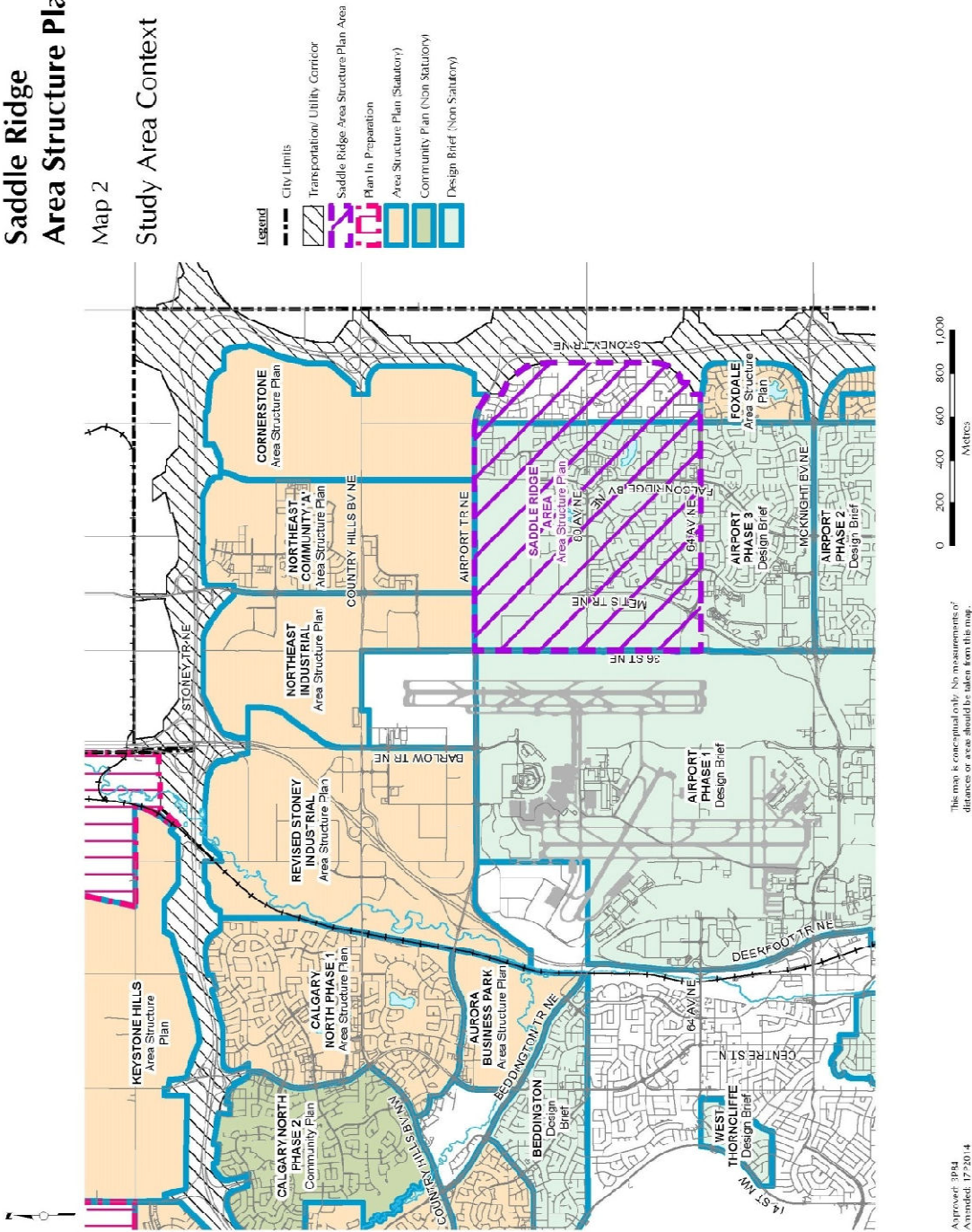
MAYOR
SIGNED THIS ____ DAY OF _____, 2016.

CITY CLERK
SIGNED THIS ____ DAY OF _____, 2016.

Schedule A

Saddle Ridge
Area Structure Plan

Map 2
Study Area Context



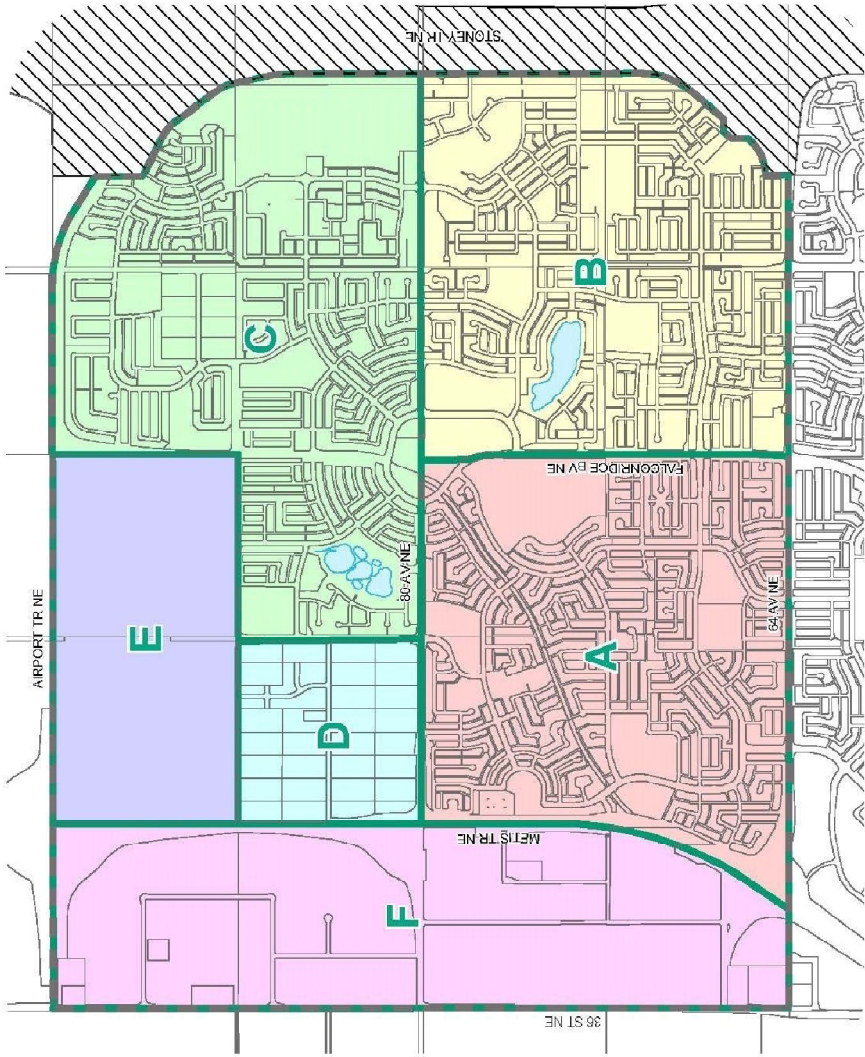
Schedule B

**Saddle Ridge
Area Structure Plan**

Map 5

Development Cells

- Legend**
- City Limits
 - Study Area Boundary
 - Transportation/Utility Corridor
 - Development Cells



Approved: 30 Jan
Amended: 20P2013

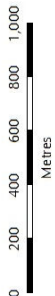
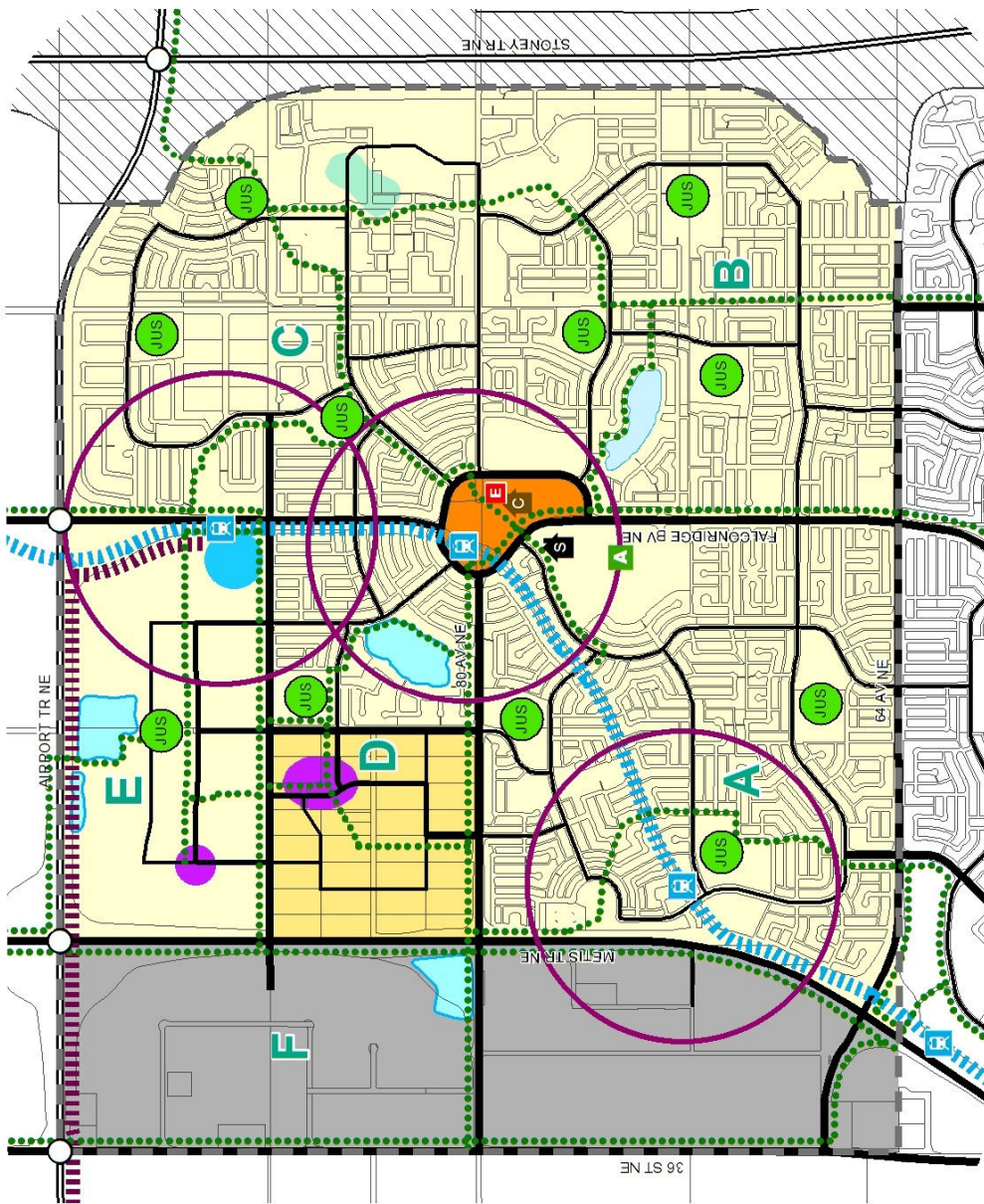
PROPOSED

Saddle Ridge
Area Structure Plan

Map 6

Land Use Plan

- Legend**
- City Limits
 - Transportation/Utility Corridor
 - Study Area Boundary
 - Development Cells
 - Residential
 - Cell D Residential
 - Town Centre
 - Community Activity Centre
 - Neighbourhood Activity Centre
 - Industrial
 - Park
 - Natural Area/ Wetlands
 - Wetlands/ Storm Pond
 - Joint Use Site
 - Senior High School
 - Athletic Park
 - Community Centre
 - Emergency Services
 - Regional Pathway
 - Expressway (Skeletal Road)
 - Major Road (Arterial Street)
 - Primary Collector Road
 - Collector Road
 - Interchange
 - L.R.T. Alignment
 - L.R.T. Station
 - Airport Transit Connection (Technology/TBD)
 - TOD Area (600m Radius)



This map is conceptual only. No measurements of distances or areas should be taken from this map.

Approved: 3P84
Amended: 1/P/2014

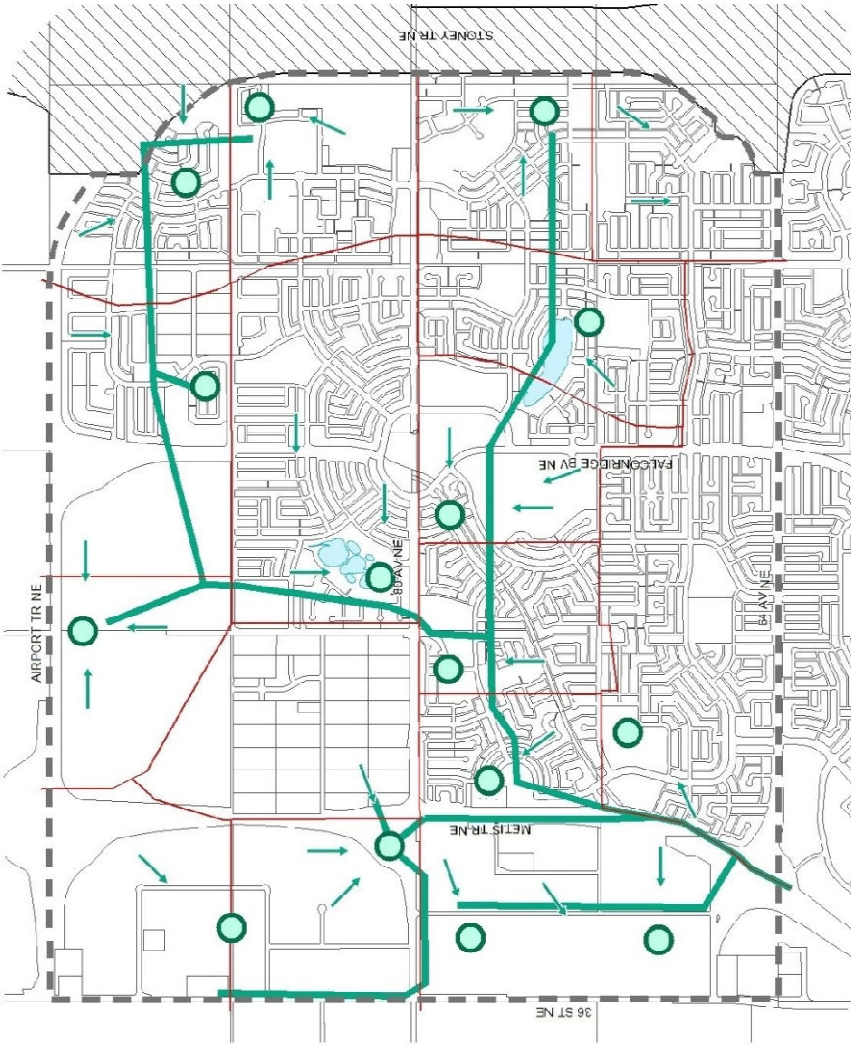
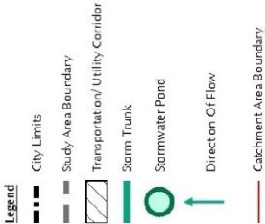
PROPOSED

Schedule D

**Saddle Ridge
Area Structure Plan**

Map 9

**Stormwater
Management**



This map is conceptual only. No measurements of distances or areas should be taken from this map.

Approved: 3P2016
Adopted: 29P2016

PROPOSED