

Background and Planning Evaluation

Background and Site Context

The subject site is comprised of two irregular shaped parcels located across 88 Avenue NE in Saddle Ridge Industrial. The land north of 88 Avenue NE is shaped like an upside-down letter “L” and includes three parcels: the northeast portion of 9220 – 36 Street NE, the east portion of 8239 – 40 Street NE, and the entire parcel of 9220R – 36 Street NE. This area covers approximately 9.19 hectares (22.71 acres) and is bounded by 92 Avenue NE to the north and 40 Street NE to the east. It is designated as Special Purpose – School, Park and Community Reserve (S-SPR) District and is surrounded by Commercial – Corridor 2 (C-COR2) District, Special Purpose – Urban Nature (S-UN) District, Industrial – Business (I-B) District and Industrial – General (I-G) District.

The parcel south of 88 Avenue NE is approximately 16.26 hectares (40.18 acres) in size and is bounded by 40 Street NE to the west and Métis Trail NE to the east. It is designated as I-G District and is adjacent to parcels designated as the S-UN District (containing a wetland) and Special Purpose – City and Regional Infrastructure (S-CRI) District (containing a storm pond facility) to the south. The residential community of Saddle Ridge is located across Métis Trail to the east.

The optimal location and layout for the Northeast Athletic Complex is located along Métis Trail NE in the location proposed for the S-SPR District as part of this application. The intent of this application is to swap the designation of these two parcels to relocate the S-SPR District to a location that has larger size, better visibility, and is in closer proximity to a major road. The S-SPR District will be moved to the perimeter of the industrial area along Métis Trail NE on the existing I-G District parcel and occupy the large portion of the land on the south approximately 13.99 hectares (34.56 acres) in size. A 2.27 hectares (5.62 acres) portion of the remnant land to the north is proposed to be designated as Commercial – Corridor 3 f1.0h18 (C-COR3 f1.0h18) District to capture the retail opportunities of this site which is in proximity to the regional park. The I-G District will be moved to the inner location of the industrial area on existing S-SPR District land.

Community Peak Population Table

There is no population data available as the subject site is within industrial area.

- fostering a good interface and connection between the proposed S-SPR District and C-COR3f1.0h18 District.

Transportation

These lands are well located in relation to the Always Available for All Ages and Abilities (5A) Network. To the east of these lands, there is an existing pathway on the boulevard of Métis Trail NE. A future pathway is planned along 88 Avenue NE. Similarly, to the west, 36 Street NE is intended to include a future pathway along its eastern boulevard. At the development permit stages, high quality connectivity and integration into the 5A Network facilities will be required.

Transit service is currently located at the intersection of 88 Avenue NE and 36 Street NE, a distance of approximately 400 metres (a six-minute walk) to the subject site. Route 100 (Airport East/West) is available and connects transit riders to the Saddletowne LRT Station.

A Transportation Impact Assessment was not required in support of this land use redesignation application. At the development permit stage, a transportation analysis may be required in support of the development of the proposed S-SPR District and C-COR3 f1.0h18 District.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

No water main, storm sewer, or sanitary sewer is available, however, both shallow and deep utilities are installed in the adjacent roadway of 40 Street NE. The developer will be required to enter into an agreement to install servicing at the development permit stage.

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 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 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 NEF areas. The uses in the proposed C-COR3 f1.0h18 District are generally allowable within the 25-30 NEF contour area. Any future development permits would be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

Municipal Development Plan (Statutory – 2009)

The site is identified as Standard Industrial on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The MDP policy speaks to maintain industrial as the primary use and supports the uses that facilitate industrial function of this area and cater to the day-to-day needs of area businesses and their employees. It allows regional or city-wide recreation and sport facilities to be located in this area and notes that portions of the Standard Industrial Areas may be appropriate for redevelopment as non-industrial if they are within close proximity to an existing community and the Primary Transit Network.

The proposed C-COR3 f1.0h18 District is located at the southwest corner of Métis Trail NE and 88 Avenue NE, and approximately 800 metres to Airport Trail NE which is identified as being part of the Primary Transit Network. The residential community of Saddle Ridge is located across Métis Trail NE to the east of the subject site. Therefore, this proposal is consistent with MDP policies.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objective 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 stage.

Saddle Ridge Area Structure Plan (Statutory – 1984)

The subject parcels are located within Development Cell F as identified on Map 5: Development Cells and Map 6: Land Use Plan of the [Saddle Ridge Area Structure Plan](#) (ASP). The policy notes that the lands north of 80 Avenue NE are appropriate for fully serviced industrial uses and limited local commercial uses that provide retail goods and services on a limited scale to primarily local employees or patrons in the area.

The policy also states the local commercial uses should be located at the intersection of two roads and should not compromise a site exceeding 1.6 hectares at the corner of an intersection and should not comprise sites totaling more than 1.6 hectares of land at one or more corners of the same intersection.

The proposed 2.27 hectare of C-COR3 f1.0h18 District is located south of 88 Avenue NE between 40 Street NE and Métis Trail NE. It encompasses two intersections and provides local commercial uses that serve and complement the athletic complex. Therefore, this proposal is in alignment with the ASP.