

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northeast 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 below.

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. Redevelopment and servicing of the Cell D lands has proceeded slowly to date. Only a single parcel in Cell D south located at 8415 – 52 Street NE has received development approval. However, no development has occurred on the site as of date. 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.

Development north of 84 Avenue NE has been ongoing and is comprised of a mix of residential, commercial and open space uses that are in varying stages of development and use. A private school, Gobind Sarvar High School, is located 500 metres northwest of the subject parcels, which is the largest driver of residential activity in the northern portion of Cell D. Upon completion, the development vision for this area will be one that is comprised of a variety of uses that is supported by the necessary infrastructure to ensure its long term viability. This includes appropriate servicing for developing parcels and an excellent street and pedestrian network that provides connectivity both within Cell D but to the entire community as a whole.

To the north, east and south of Cell D is the community of Saddle Ridge which includes several established services and amenities including the Saddletowne LRT Station, Genesis Centre and Saddletowne Crossing commercial area. To the west are undeveloped residential lands that are a part of a larger Outline Plan (LOC2017-0382) that is under review by Administration. The larger Outline Plan was presented at Calgary Planning Commission (CPC) on 2024 January 24, where Commission recommended further amendments to the application return to Commission for review. No future CPC date has been scheduled as work continues on that outline plan.

The outline plan area is approximately 5.63 hectares (13.91 acres) and is composed of three rectangular parcels approximately two hectares (five acres) in size. Small portions of 5029 – 84 Avenue NE, 5119 – 84 Avenue NE and 5220 – 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. Two cellular phone towers are also located within and near the outline plan area. When future development occurs on 5119 – 84 Avenue NE (Block 23) the tower on site will either need to be removed or meet the City's policies for Telecommunications Antenna Structures when located near residential development.



Site Context Map

Community Peak Population Table

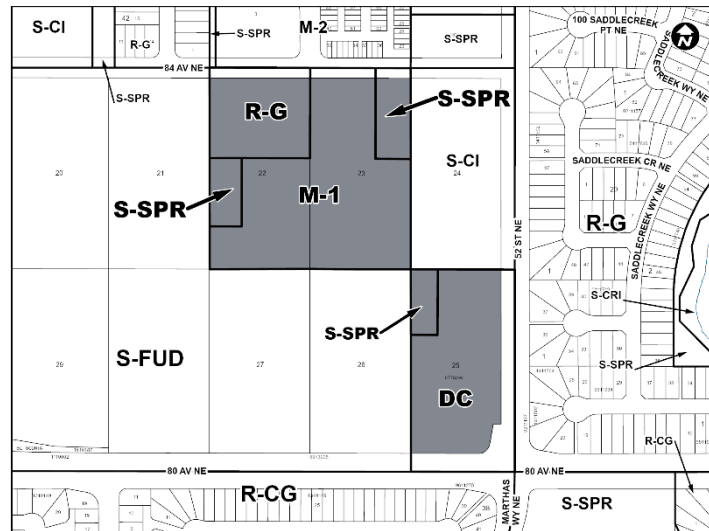
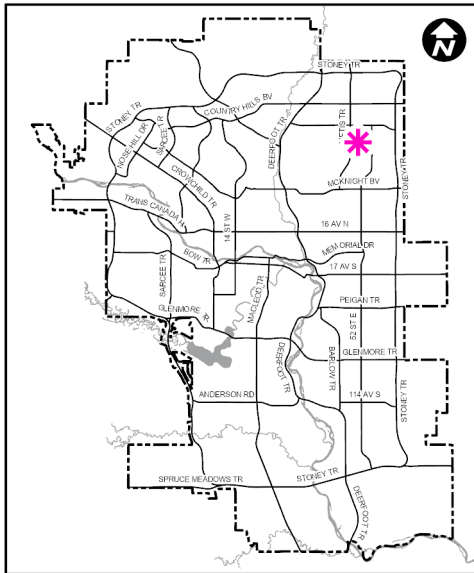
As identified below, the community of Saddle Ridge reached its peak population in 2019, however, the area continues to experience ongoing development.

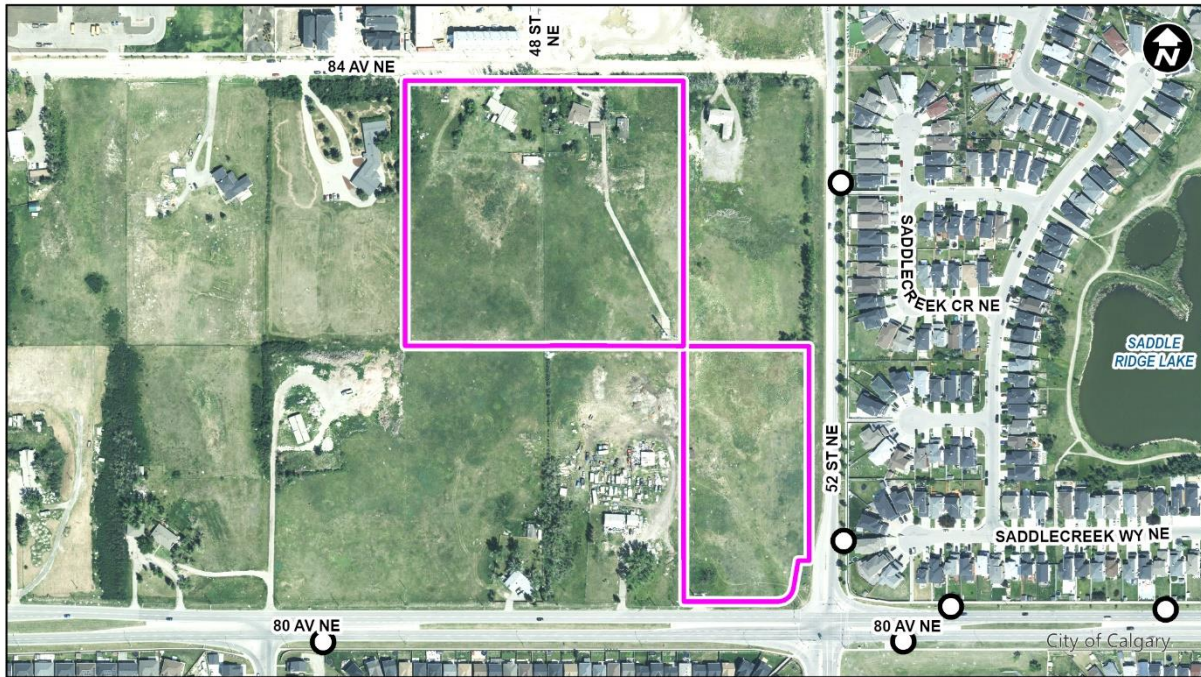
Saddle Ridge	
Peak Population Year	2019
Peak Population	22,321
2019 Current Population	22,321
Difference in Population (Number)	0
Difference in Population (Percent)	0.0%

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.

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;
- Direct Control (DC) District (based on MH-1 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 approximately 0.60 hectares (1.48 acres) 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). 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 approximately 2.25 hectares (5.57 acres) of the proposed redesignation area.

The proposed DC District is based on the Multi-Residential – High Density Low Rise (M-H1) District, which is intended to allow multi-residential development of larger height and density, and it is intended to be in close proximity to community nodes and transit and transportation corridors and nodes. The M-H1 District also allows for a limited range of support commercial uses that are restricted in size and location within an approved building. The M-H1 District allows for a maximum building height of 26.0 metres (approximately four to six storeys) and a maximum floor area ratio (FAR) of 4.0. The M-H1 District has a minimum density of 150 units per hectare. The DC District site comprises approximately 1.33 hectares (3.29 acres) of the proposed redesignation area.

A DC District is being proposed for this site as an innovative approach to contextual development adjacent to the subject parcel. Planning policy in the area dictates that supportive uses, such as higher density residential, be located within close proximity of transit stations. The subject site is located within 600 metres of the Saddletowne LRT Station. However, adjacent development located to the east and south of the site is low density residential development in the form of single detached dwellings. These residences back onto 80 Avenue NE and 52 Street NE and their rear elevations afford views towards the subject site. As a result of this site condition the DC District is proposing the addition of step-back rules which will mitigate the massing of any future high density development on the site relative to adjacent development.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a Direct Control District is necessary as an innovative idea to enable future development in a manner that is sensitive to the surrounding context. This proposal allows for the applicant's intended development while maintaining the Multi-Residential – High Density Low Rise (M-H1) District base to accommodate Multi-Residential Development. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 of the DC District Bylaw. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district. Sections 7 and 8 have incorporated the base rules of the M-H1 District in addition to adding the site specific setback and height rules along the 52 Street NE and 80 Avenue NE interfaces. The DC District allows potential relaxations for these rules in alignment with the base rules of M-H1 District to allow similar flexibility.

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* (MGA). 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 per cent MR dedication on their own site rather than provision of a single, larger park space. S-SPR District sites comprise approximately 0.61 hectares (1.51 acres) of the proposed redesignation area, which is 10 per cent of the gross developable area of the outline plan area.

Subdivision Design

The design of the proposed outline plan is intended to establish the framework for a grid street network in the area, connecting into streets that have been planned for adjacent lands and accounts for the limitations of existing land ownership and previous subdivision of the sites. The proposed subdivision design provides for individual landowners to develop their lands while providing for a logical network of streets, servicing and open space that can be extended to include other landowners when those lands are ready to develop.

The access to the site will be from a new east-west collector road, Saddleranch Boulevard NE, that adds additional connectivity between 80 Avenue NE and 84 Avenue NE. Several local residential streets are also planned to connect with the existing and future mobility network in the community. Access to Block 25 will be available from 52 Street NE due to the roadway being reclassified as a Primary Collector from an Arterial Roadway. Supporting technical information has been provided to support this reclassification and this has been coordinated with the landowner of the parcels located at 8607 and 8825 – 52 Street NE and 5220 – 80 Avenue NE for a continuous street design along the section of 52 Street NE between 88 Avenue NE and 80 Avenue NE to the south.

Other features of the proposal include:

- establishment of large development blocks that will allow for an array of residential development that will vary in size type and intensity;
- development of unique park spaces across the plan area that are programmed to meet the needs of future residents;
- development of new roadways in the plan area, such as the construction of Saddleranch Boulevard NE, which will provide a continuous connection with the neighbourhoods to the north and south;
- implementing improved pedestrian pathways in the area such as the provision of a north-south walkway that originates from Saddleacre Way NE and terminates at Saddleranch Boulevard NE, which will provide an internal multi-modal connection that will allow residents to have a direct connection with future residential, commercial and open space amenities within the plan area; and
- the provision of an east-west and north-south regional trail along 80 Avenue NE and 52 Street NE provides a safe and direct connection towards the Saddletowne LRT Station to the east.

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 provision of regularly-spaced parks throughout the plan area provides amenity for local residents and opportunities for activated park spaces that are located in close proximity to proposed residential and small scale commercial uses; and
- the block-based grid street network, and system of parks and pathways fosters strong pedestrian and cycling connectivity.

The proposed outline plan also provides shadow planning for adjacent lands that provides a conceptual layout for how future development may occur on blocks that are not included within this application. The design is tentative and future work will be needed to evaluate the viability of these concepts at the time those applications are submitted for review by Administration.

Open Space

The MGA provides the legislative authority for municipalities to require land dedication of municipal reserves for park space and other related uses. It indicates that up to 10 per cent of the gross area of the lands may be dedicated for MR (a cash in lieu of land dedication may also be provided instead of a land dedication). This applies to each parcel individually, if they are under separate ownership.

Given the fragmented ownership of the outline plan area, each landowner has provided the required 10 per cent municipal reserve dedication on their own individual site as mandated by the MGA. Park spaces ranging in size from 0.12 hectares (0.3 acres) to 0.29 hectares (0.72 acres) have been strategically located to take advantage of future adjacent subdivisions of land to ensure sufficient size and programable public spaces for future residents. Each park space will be designed to ensure an overall network of multi-use resilient public spaces that will ensure these spaces remain an asset to the community as it grows and changes over time. Local pathways within and between the park spaces will help to connect the parks distributed throughout the plan area. A proposed pathway that will originate from 84 Avenue NE and terminate at Saddleranch Boulevard NE is provided to tie into the existing and future pathway networks.

Density and Intensity

At build-out, the proposed plan area is expected to have an anticipated 380 residential units. The proposed development is anticipated to achieve a residential density of 67 units per hectare (27 units per acre). The anticipated intensity of the proposed development is 894 people and jobs per gross developable hectare. The density targets for this application will be achieved through three different land use districts which will result in the development of multiple housing forms. It will also be contextually sensitive to low density development that is currently established in the area.

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 *Saddle Ridge Area Structure Plan* (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 southern boundary and 52 Street NE along the eastern boundary of the plan area. 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.

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 into a permanent design as the

adjacent community and street network develops. The primary access to the community will be provided via Saddleranch Boulevard NE and 84 Street NE which connects from 52 Street on the eastern side of the subject site.

Internal street cross sections were utilized to accommodate transit and multi-modal transportation needs. 80 Avenue NE and 52 Street NE will each include 3.0 metre multi-use pathways. 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 and connect the greater Always Available for All Ages and Abilities (5A) Network.

Transit service within the community will be taken along Saddleranch Boulevard NE, 84 Avenue NE, 80 Avenue NE and 52 Street NE. Transit bus service will take riders to a variety of destinations, including the Saddletowne LRT station. Bus Route 59 (Savana) is located along 52 Street to the east of the site, Bus Routes 119 (Freeport), 128 (Cornerstone/Redstone), 136 (Corner Meadows/Cornerbrook), 145 (Skyview/Redstone) and 157 (Stoney /Northpointe) are located along 80 Ave to the south of the site.

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 TIA evaluated and supported the reclassification of 52 Street NE from an Arterial to a modified Primary Collector Standard roadway for the section between 80 Avenue NE and 88 Avenue NE. The reclassification would bring significant benefits to the community. The following are notable:

- reflects the transportation needs in the area, optimizing the street's use and function within the overall network;
- flexible and improved access option for adjacent blocks;
- narrow road with a short crossing distance for a safe and enhanced pedestrian experience;
- wide boulevard with an opportunity for enhanced landscaping and operations;
- reduced road right-of-way width requiring less land, allowing more developable area; and
- lower construction costs, less asphalt and less maintenance.

Environmental Site Considerations

The site topography is relatively flat with no remaining major environmentally significant areas. The Biophysical Impact Assessment conducted a historical air photo review identifying wetlands on this site and noted significant changes to the hydrology beginning in the 1970s. At this time the hydrology of the surrounding area was impacted, which in turn impacted the water flowing into the wetland basins. Field surveys confirmed that over time, a slow decline of the wetlands on the site took place rendering them to be wetlands that no longer qualify for environmental reserve protection. An application for Water Act approval has been requested as a condition of approval of this outline plan to document the removal of these wetlands.

Phase 1 Environmental Site Assessments were completed by Jasa Engineering Inc for each of the blocks and there were no environmental concerns noted.

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. Block 25's storm has been approved to flow east onto 52 Street NE and drain into Saddle Ridge Lake.

Sanitary Servicing

The developer-constructed sanitary system will connect to the existing mains on 52 Street NE and 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 84 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.

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, servicing and mobility network in the area. The ASP speaks to residential development that contains low to medium density residential development including a mix of housing types. The ASP also provides specific policies for design of the Cell D neighbourhood, including policies on building form, design and site servicing that will be implemented through future development permits. The policy also speaks to future development being facilitated by a

block-based road network comprised of walkable streets fronted by street-orientated development.

An amendment to Map 6 and 7 of the ASP is required to facilitate this future development. At present, 52 Street NE is represented as an Arterial Roadway and as part of this application, the roadway is being re-classified as a Primary Collector. As such the map needs to be updated to reflect this change.

In summary, 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, and the proposed road network fulfills the ASP's vision for a road network that is comprised of walkable streets. This application aligns with applicable ASP policies.