

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)*. 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 due to the fragmented land ownership pattern in the area. The overall size of this parcel is slightly smaller than others in Cell D due to a portion of it being reserved as right-of-way to accommodate the future expansion of Métis Trail NE. This dedication limits the type of development that can take place on the parcel due to less developable land being available.

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 250 metres (a four-minute walk) northeast of the subject parcel. The development vision for this area is comprised of a variety of uses that are supported by the necessary infrastructure to ensure its long-term viability. This includes appropriate servicing for developing parcels and a street and pedestrian network that provides connectivity both within Cell D and 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.

In terms of active applications in the area, an outline plan for 5.63 hectares (13.91 acres) (LOC2024-0127) was recently approved for lands located at 5029 and 5119 – 84 Avenue NE and 5220 – 80 Avenue NE. To the southeast 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 to Calgary Planning Commission (CPC) on 2024 January 24, where Commission recommended further amendments to the application. A future CPC date will be scheduled once more work is complete on that outline plan.

The subject outline plan area is approximately 1.36 hectares (3.35 acres) and is composed of one parcel. Small portions of the site are planned to be used for road right-of-way and utility easements. They are included in the outline plan but are not part of the proposed land use amendment.

Community Peak Population Table

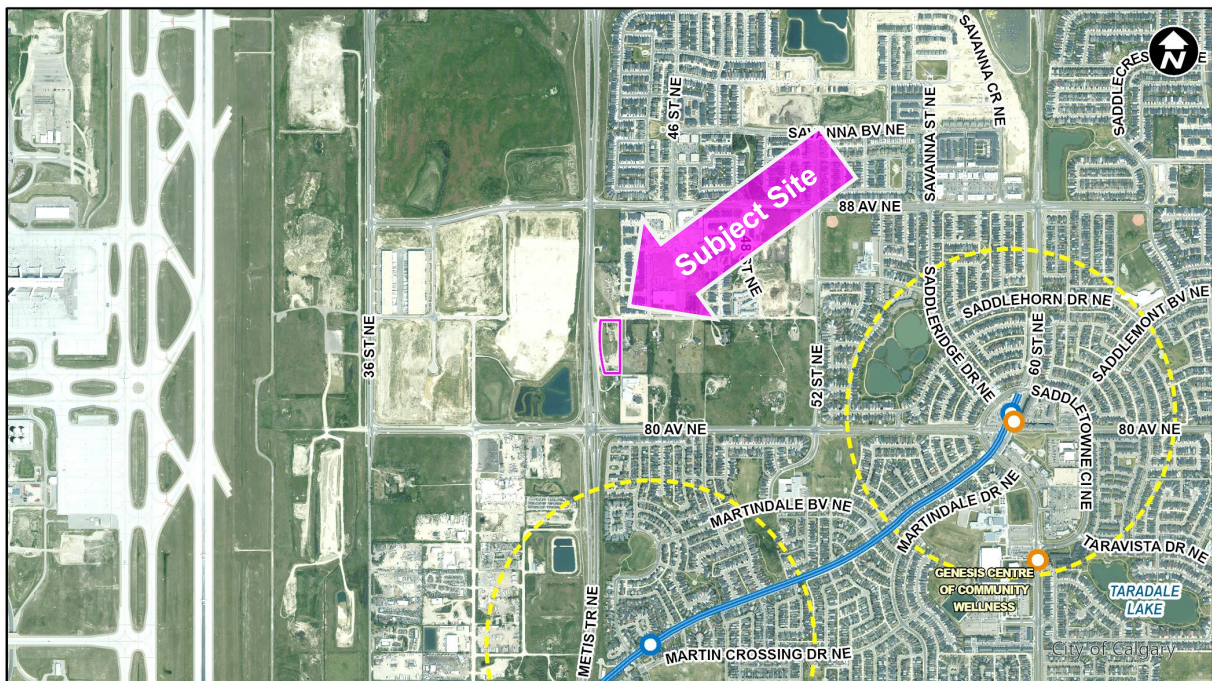
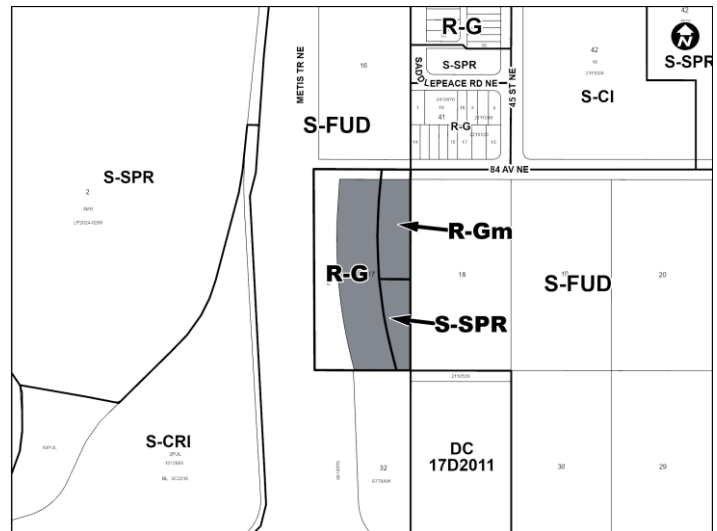
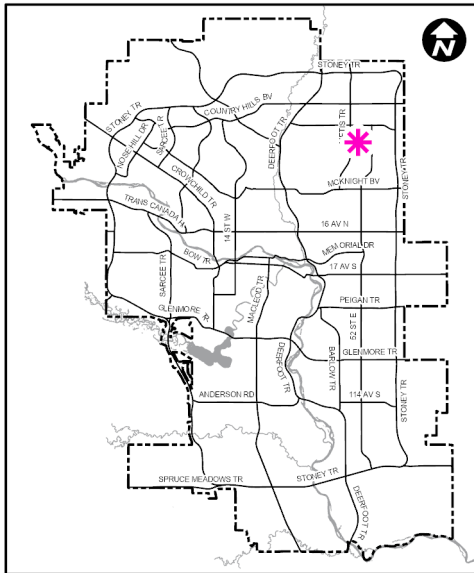
As identified below, the community of Saddle Ridge reached its peak population in 2019, however, the area continues to experience ongoing development.

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.

The proposed Residential – Low Density Mixed Housing (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. The R-G District sites comprise approximately 0.60 hectares (1.48 acres) of the proposed redesignation area. Parcels designated as R-Gm are intended to accommodate rowhouse buildings, semi-detached dwellings, duplex dwellings and cottage housing clusters. The application is proposing an R-Gm District in the northeast portion of the block and is intended to limit the amount of single detached dwellings that will be ultimately built in the plan 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 or municipal reserve (MR) pursuant to the *Municipal Government Act*. Throughout the Cell D outline plans to date, small neighbourhood parks are provided that serve varying functions and recreational opportunities. The required 10 percent MR dedication is provided as an approximately 0.14 hectares (0.34 acres) dedication of land in the southeast portion of the outline plan area. This location was deemed appropriate for a park location as it

provides the best opportunity to combine with the future park space that will be required when the landowners for the adjacent block pursue development on their parcel.

Subdivision Design

The proposed outline plan is intended to establish the framework for a grid street network in the area, integrating with streets that have been planned or completed on adjacent lands. Although design options are limited as the application consists of a single narrowly shaped parcel, it will unlock future development on adjacent blocks due to its location and key contributions in terms of road dedication and development of servicing infrastructure.

Access to the site will be from a new north-south residential street, Saddle Ranch Street NE, that adds connectivity between Saddle Ranch Boulevard NE and 84 Avenue NE.

Other features of the proposal include:

- establishment of a development block that will allow for an array of low density residential development;
- development of park space that will be programmed to meet the needs of future residents;
- development of new roadways in the plan area, such as the construction of Saddle Ranch Street 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 84 Avenue NE and terminates at Saddle Ranch Boulevard NE, which will provide an internal multi-modal connection that will allow residents to have a direct connection with future residential and open space amenities within the plan area; and
- the provision of a north-south Regional-Pathway along Métis Trail NE which will connect another pathway on 84 Avenue NE ultimately connecting to 52 Street NE to the east.

The proposed outline plan also provides shadow planning for adjacent lands that provides a conceptual layout for how future development may occur on adjacent blocks, specifically Block 18. 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 in some limited scenarios).

A park space of 0.14 hectares (0.34 acres) has been strategically located to take advantage of future adjacent subdivision to the east to ensure sufficient size and programable public spaces for future residents. The park space will be designed in accordance with City parks design standards. Local pathways within the park space are intended to help connect it with future development to the east.

Density and Intensity

At build-out, the proposed plan area is expected to have an anticipated 40 residential units. The proposed development is anticipated to achieve a residential density of 29 units per hectare

(11 units per acre). The anticipated intensity of the proposed development is 95 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

Access to the site will be provided by a new Residential Standard roadway anticipated to be named Saddle Ranch Street NE, which connects to 84 Avenue NE. The regional transportation network consists of 84 Avenue NE along the north boundary and Saddle Ranch Boulevard NE along the south boundary. Saddle Ranch Boulevard NE and 84 Avenue NE are classified as Collector Standard roadways per the *Calgary Transportation Plan*. The site is adjacent to Métis Trail NE but has no direct vehicular connection to it.

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 when they are ready for redevelopment. Access to some internal sites will be from a front driveway and 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 Saddle Ranch Street NE which connects from 84 Avenue NE on the north side and Saddle Ranch Boulevard NE on the south side of the site.

Internal street cross sections will accommodate transit and multi-modal transportation needs. 80 Avenue NE will include a 3.0 metre multi-use pathway. 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. To the west of the site, a 3.0 metre pathway will be constructed along the east boulevard of Métis Trail that will also serve the plan area. The developer will be responsible to construct their portion of the extension of the pathway from 84 Avenue NE to 88 Avenue NE when the owners of 8608 Métis Trail NE (Block 16) develop their lands. At present, the pathway terminates north of the intersection at 88 Avenue NE and Métis Trail NE.

Transit service within the community will be provided along Saddle Ranch 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. Route 59 (Savana) is located along 52 Street to the east of the site. Routes 119 (Freeport), 128 (Cornerstone/Redstone), 136 (Corner Meadows/Cornerbrook), 145 (Skyview/Redstone) and 157 (Stoney /Northpointe) are located along 80 Avenue NE 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 and accepted in relation to internal street classifications and cross-sections, as well as intersection configurations.

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.

There are no known environmental concerns.

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 mains 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 84 Avenue 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 permit 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 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. There are 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-oriented development.

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 and land for road dedication and servicing installation that allows for future development of adjacent lands to easily integrate and extend services into. 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.