

# Background and Planning Evaluation

## Background and Site Context

The proposed development is in the northeast community of Saddle Ridge Industrial, near the intersection of 84 Avenue NE and 40 Street NE, adjacent to Métis Trail NE. The subject site has an irregular shape and is comprised of two parcels with a combined area of approximately 13.98 hectares (34.54 acres). The site is undeveloped and slopes approximately four metres from the northeast to the southwest. Vehicular and pedestrian access to the site is from 40 Street NE, which connects to 80 Avenue NE and 88 Avenue NE. Three access points from 40 Street NE to the site are provided, two to the north parking lot and one to the south parking lot.

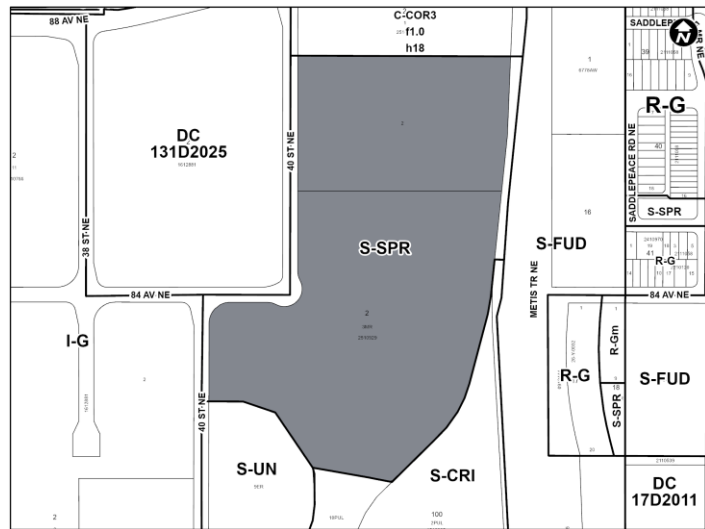
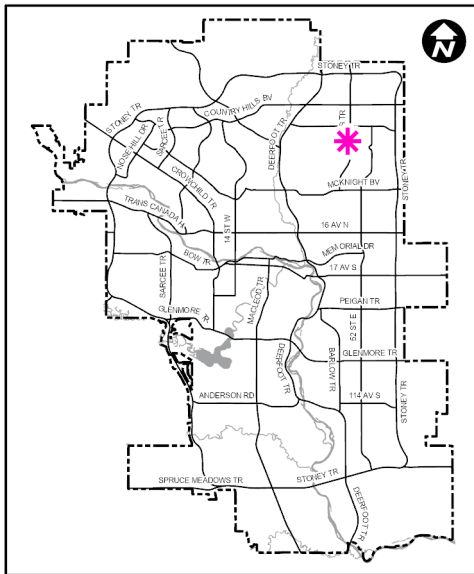
Surrounding development is characterized by commercial to the north and west, an existing storm pond and urban nature site to the south and Saddle Ridge residential community to the east. The Saddletowne LRT Train Station is approximately 2.1 kilometres to the southeast, and the Calgary International Airport is approximately 3.8 kilometres to the west.

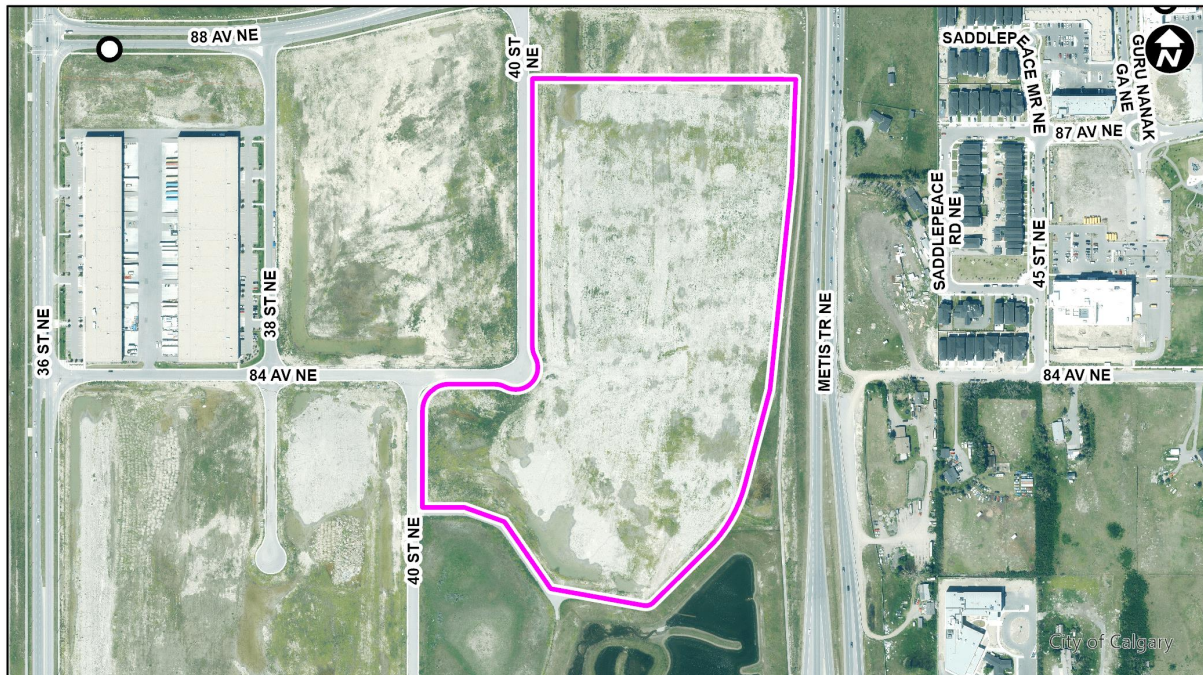
A Master Plan for the Northeast Athletic Complex site was completed in 2025 February and provided guiding principles for the development of this proposal.

## Community Peak Population Table

Not available because the subject area is an industrial area.

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The subject site is designated as Special Purpose – School, Park and Community Reserve (S-SPR) District. This district is intended to provide for public parks, open space, schools and recreation facilities on land designated as reserve land under the Municipal Government Act. The site is dedicated as municipal reserve (MR). The proposed development of recreational facilities is appropriate for the subject site.

### Development and Site Design

This application proposes the development of an athletic complex, comprising outdoor recreation amenities and an indoor fieldhouse. Key aspects of the development are described below.

### Site and Building Design

The site layout has a strong north-south axis, with four multi-use rectangular fields to the north, indoor fieldhouse in the middle and feature cricket field to the south. A three metre wide multi-use pathway loops around these amenities, providing connections to structured and unstructured play areas, fitness stations, covered shelters and shaded seating areas. A direct connection to the existing multi-use pathway along Métis Trail has been added at the southeast corner, and a temporary north fence will be provided prior to future connectivity to the adjacent north commercial development.

Parking for 548 motor vehicles is provided in the north and south parking lots fronting 40 Street NE. A four-metre-wide mid-block pedestrian crossing connects the development to the commercial site west of 40 Street NE.

### ***Building Massing***

The proposed fieldhouse is a two-storey building with a maximum height of 21.45 metres. To maintain appropriate human scale, the large massing is reduced by articulation, building materials, glazing at pedestrian edges and the integration of a continuous canopy and landscaped berms. The fieldhouse is positioned centrally to distribute height away from major pedestrian areas.

### ***Building Materials***

The exterior materials of the fieldhouse include insulated metal panels complemented with brick masonry veneer and glazing, which is concentrated in the lobby areas to bring natural light into and throughout the building. Exterior materials have contrasting texture and colours to create a dynamic exterior. The use of glass at key locations allows for interior/exterior connections and natural light filtration. A green accent band marks the primary entry and second-storey spaces. A wood canopy links the berm seating area to the building and extends indoors, reinforcing connection between exterior and interior spaces. The building is designed with a high-performance building envelope.

### ***Public Realm and Outdoor Amenity Spaces***

The development has a broad range of family-friendly, year-round public amenities that are accessible for all ages and abilities. The three-metre multi-use pathway provides a barrier-free loop around the site, while accessible seating, pathways, washrooms, and sloped connections ensure inclusivity. Outdoor amenities include structured and unstructured play areas, fitness stations, and picnic and gathering areas with covered shelters and shaded seating that support daily activities beyond programmed sport. Indoors, the lobby, multipurpose rooms, and viewing areas function as social gathering points and support community events. The central public plaza provides space for community activities and events. It is a natural gathering point with trees, benches, formal seating, and flat/raised grassed areas, with the central canopy providing shade. A berm is also provided on the west side of the cricket field, providing spectator viewing areas.

### ***Landscaping***

Landscaping is provided in a variety of forms throughout the site. Trees are distributed along the west boundary of the site at the parking lots, at the east boundary and at various locations within the site. Shrubs complement the trees and are spread throughout the development. The three-metre asphalt multi-use pathway loop and concrete walkways enable convenient pedestrian connections within the site. A four-metre-wide mid-block pedestrian crossing from the site will connect the site to the proposed development west of 40 Street NE. Landscaped berms are provided to act as screening as well as an informal spectator seating area for the feature cricket field to the south.

### ***Urban Design Review***

The project was reviewed and commented on throughout the review process by the Office for Urban Design (OFUD). The applicant presented the proposed development to the Urban Design Review Panel (UDRP) on 2026 January 21. The Panel commended the clear intent to establish the Northeast Athletic Complex as more than just a sports complex, but also as a community hub and civic gathering destination that reflects cultural diversity, and which supports cricket and soccer as both social and athletic activities. The Panel suggested improvements to

pedestrian circulation and connections, further refinement of the central plaza, redistribution and strengthening of connections among smaller amenity areas and addressing the circulation impacts of the adjacent commercial development.

Administration worked with the applicant to revise the development permit drawings in response to both the UDRP and OFUD comments. The applicant responded by improving pedestrian circulation and connections throughout the site, addressing the site interface with its surrounding context, and internal improvements within the site. Specific changes included:

- revisions to parking areas to include additional, clearly defined pedestrian crossing zones, along with select added tree planting and benches;
- improving the central plaza edge conditions with additional trees, benches, formal seating and flat/raised grassed areas, with the central canopy providing shade and a natural gathering point;
- distributing amenity areas strategically around the site to activate perimeter areas;
- updating the Traffic Impact Assessment (TIA) to address the circulation impacts of the proposed commercial development west of the site.

### **Transportation**

The site fronts onto 40 Street NE, which connects to 88 Avenue NE to the north, 84 Avenue NE to the west and 80 Avenue NE to the south. This community was originally designed as an industrial land use area. As such the pedestrian and vehicle street designs currently use the industrial road cross-section.

### **Site Access and Traffic**

Pedestrian access to the site will be provided from sidewalks along 40 Street NE, and from the regional pathway along Métis Trail NE connected at the southeast site boundary. The east boulevard sidewalk of 40 Street NE will be removed and increased in width. A crossing will be provided at the south leg of the site to the west to provide pedestrian connectivity to the proposed commercial development west of 40 Street NE. The existing multi-use pathway on 88 Avenue NE will be upgraded to current standards and a connection made to the existing Métis Trail NE pathway. The future commercial development north of the site will be accessed from the site. A mutual access easement agreement for vehicular access, pedestrian access and parking exists on the site.

Vehicle traffic to the site will originate from 36 Street NE and Métis Trail NE by way of 88 Avenue NE and 80 Avenue NE.

### **Transit**

Existing transit is located approximately 390 metres away (a seven-minute walk) at westbound 80 Avenue NE east of Métis Trail NE for Routes 119 (Freeport), 128 (East Skyview Ranch/Redstone), 136 (Corner Meadows/Cornerbrook), 145 (West Skyview Ranch/Redstone) and 157 (West Stoney Industrial). There is an existing transit stop for Route 100 (Airport) approximately 200 metres (a three-minute walk) away at westbound 88 Avenue NE, west of 46 Street NE.

Future transit zones have been constructed as part of existing infrastructure for east bound and westbound 88 Avenue NE at Métis Trail NE, 40 Street NE and 36 Street NE, as well as north and southbound 40 Street NE. Transit routes have not been allocated to these stops.

### **Motor Vehicle Parking**

Parking on site is expected to meet demand for the proposed uses under this design approval. The proposed surface parking in this application provides a total of 548 stalls, with 16 barrier free stalls and 10 EV ready stalls.

### **Bicycle Parking Facilities**

Eighteen class 2 bicycle parking stalls have been provided at the two entrances to the indoor fieldhouse. While bylaw requirements state 0.5 bicycle stalls per 100 square metres of gross usable floor area (requiring 70 bicycle stalls for this application), it was confirmed that the same group of occupants using the change rooms would subsequently be using the fieldhouse. Therefore, the fieldhouse was excluded from the overall bicycle parking calculation.

### **Transportation Impact Assessment**

A Transportation Impact Assessment (TIA) was required to support this Development Permit submission. Administration has reviewed the submitted TIA.

### **Environmental Site Considerations**

There are no known environmental concerns with the proposed application.

### **Utilities and Servicing**

New water, storm sewer and sanitary connections are required to service the development and are available from 40 Street NE.

## **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.

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

The [Calgary International Airport Vicinity Protection Area](#) identifies the subject site as being located within the 25-30 Noise Exposure Forecast (NEF) of the Airport Vicinity Protection Area Regulation (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 Noise Exposure Forecast (NEF) areas. The proposed Outdoor Recreation Area and Indoor Recreation Facility uses are generally allowable within the 25-30 NEF contour area. The development permit application was circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

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

Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP) identifies the subject site within the Standard Industrial area consisting of existing planned industrial areas. Policies support regional or city-wide recreation and sport programs in industrial areas within close proximity to an existing community and the Primary Transit Network. The MDP supports the development of community service and recreation facilities and the application meets the policy objectives for location and access.

The proposed development aligns with the policies of the MDP.

**Calgary Climate Strategy (2022)**

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant has proposed the following climate measures:

- a green building with LEED (Leadership in Energy and Environmental Design) Silver certification;
- a solar photovoltaic array (400 kW) panel on the roof to align with zero carbon building standard for electric power generation;
- the installation of 10 electric-vehicle-ready parking stalls; and
- designated as a Cooling Location (publicly available indoor locations where individuals can visit for a temporary respite from heat that has either an indoor water fountain or an indoor water bottle filling station).

**Saddle Ridge Area Structure Plan (Statutory – 1984)**

The [Saddle Ridge Area Structure Plan](#) (ASP) provides the guiding policy direction for this subject site. The site is located within Development Cell F on Map 5: Development Cells and Map 6: Land Use Plan. The Open Space, Parks and Recreational Facilities policies of the ASP identifies a regional park in Cell F. The proposed development is therefore in alignment with the ASP.

**Land Use Bylaw 1P2007**

Administration highlights the following relaxations to the Land Use Bylaw 1P2007 in the table below. Administration has reviewed each relaxation individually and considers each relaxation to be acceptable for the reasons outlined in the table below.

<b>Bylaw Relaxations</b>			
<b>Regulation</b>	<b>Standard</b>	<b>Provided</b>	<b>Administration Rationale Supporting a Relaxation</b>
1030 Landscaping In Setback Areas	(1) Each setback areas on a parcel, not including those portions specifically required for motor vehicle access, sidewalks, or any other purpose allowed by the Development Authority, must be a soft surfaced landscaped area.	Plans indicate the asphalt multi-use pathways located at the north and south areas of the parcel are located in the required setback areas.	The pathway functions similar to a sidewalk by supporting safe, continuous pedestrian circulation and accessibility.
	(2) Each setback areas must provide a min. of: (c) 1.0 trees and 2.0 shrubs for every 45.0m <sup>2</sup> for all other uses.	Plans indicate 0 (-7) trees in the front setback area.  Plans indicate 2 (-34) trees in the rear setback area.	Given the site's dimensional limitations and existing utility rights-of-way, a large portion of the setback areas cannot accommodate planting. To offset this existing condition, strategic

		<p>Plans indicate 32 (-27) trees located in the east side setback area.</p> <p>Plans indicate 67(-152) shrubs in all setback areas.</p>	<p>landscaping placement was required to enhance gathering spaces. Additional planting material was required where feasible in and adjacent to setbacks and was provided with increase to overall tree counts.</p>
<p>Bicycle / Loading / Motor Vehicle Parking Stalls (min.)</p>		<p>Plans indicate 1 (-1) loading stalls provided.</p> <p>Plans indicate 18 (-52) bicycle parking class -2 stalls provided.</p>	<p>The same group of occupants using the fieldhouse change rooms would subsequently be using the fieldhouse playfield. Therefore, the fieldhouse was excluded from the area calculation.</p>