

Applicant's Submission

INTRODUCTION

On behalf of Genstar Development Company (Genstar), B&A has prepared a Land Use and Outline Plan application that proposes to revise a portion of the approved Savanna neighbourhood.

Savanna is located within the Community of Saddleridge, bounded by Métis Trail NE, Airport Trail NE, 60 Street NE and 88 Avenue NE. The lands affected are approximately 24.30 ha (60.05 ac) in size, and are municipally addressed as 9320 – 52 Street NE (legally described as NW ¼ Sec, Twp 25, Rge 29, W 4th Mer).

The subject lands are contained within later phases of development within Savanna, and are surrounded by a flurry of construction activity for new commercial developments, like Royop's Savanna Bazaar, and other residential developments. Genstar has a good understanding of residential uptake within the market and purchasing trends within the Savanna neighbourhood are skewed towards larger single detached homes that could accommodate multi-generational families – parents, children and grandparents with adequate parking and amenity space to meet the needs of these unique family structures. This application proposes to revisit the subdivision pattern and land uses associated with the subject lands and surrounding blocks.

COUNCIL DIRECTION

In April 2014, the Savanna neighbourhood of 95.79 ha, 236.69 ac was approved at CPC (file number LOC2013-0036). The lands that surrounded the future LRT station in the southeast portion of the neighbourhood, accounting for 15.15 ha (37.44 ac) of land abutting 60 Street and 88 Avenue NE, was later approved as Stage 2 of Savanna in September 2015 at CPC (file number LOC2014-0208). At the Council hearing for the land use component, a motion by Councillor Carra was made to ask Administration to bring forward a land use amendment for the Park 'n' Ride lands that would allow for mixed use and future intensification of the site. The motion reads:

MOTION ARISING, Moved by Councillor Carra, Seconded by Councillor Stevenson, that with respect to CPC2015-191, Council direct Administration to prepare and bring forward for Council's consideration, a City initiated land use redesignation for the S-CRI site which in addition to a transit hub and park and ride facility, will allow for the future development of a portion of the site north of the anticipated transit hub with a mix of uses and a public plaza area and potentially affordable housing.

PROPOSED CHANGE TO APPROVED OUTLINE PLAN & LAND USES

The application proposes to address the above motion arising through a proposal of a DC district that utilizes the Mixed Use – Active Frontage (M-U2) district with components of the Special Purpose – City and Regional Infrastructure (S-CRI) District that would facilitate both a parking structure needed by Transit, and true Transit Oriented Development within the site through the addition of retail, office and multi-residential uses.

A review of the demographic and market trends has found that there are more people living within Savanna than originally projected in the planning stages 4-5 years ago. This is in part due to the high number of multi-generational families who are choosing to make Savanna their home.

A review of this last phase of development within the northeast corner of Savanna has revealed that there are not enough desirable product types for the multi-generational family. Some of the family members are often new arrivals to Canada, and will thrive when given the ability to live with their relatives. As such, 5-6+ bedroom homes are becoming more common within the

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neighbourhood. Although there is an argument that the intensity calculation of 3.3 persons per household is much higher in Savanna, the density and intensity already exceeds MDP, CTP and ASP metrics.

This application proposes to re-evaluate the road network, block structure and land uses within one of the last phases of development. The roundabout within Savanna Drive is proposed to be removed, which will make more efficient use of the land with a smaller 3-way intersection design and will promote safer pedestrian crossing. Further, the realignment of the road network facilitates a rectangular block structure that would promote a variety of lower-density grade-oriented housing forms with enhanced pedestrian experiences on public roads. The intensity and density within the Community Activity Centre and Transit Station Planning Area (within 400m of the future LRT station) have been protected to ensure minimum targets are being met through smaller more efficient lot sizes and the elimination of single-detached products through a DC district on the collector roadways.

SUMMARY

The application proposed is responsive to market and demographic trends, makes the best use of private-public sector coordination and pursues a sustainable future for the developing neighbourhood of Savanna. Furthermore, the applications are consistent with the goals and objectives of the Municipal Development Plan, and exceed the density and intensity targets for Greenfield Areas and Community Activity Centres identified within the New Community Planning Guidebook and the Saddle Ridge ASP.