

Planning & Development Report to  
Calgary Planning Commission  
2019 July 04

ISC: UNRESTRICTED  
CPC2019-0822

## Development Permit in Saddle Ridge (Ward 5) at 8607 and 8825 - 52 Street NE, DP2018-0750

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### EXECUTIVE SUMMARY

This development permit application was submitted by Seika Architecture on behalf of Sahara Development Inc on 2018 February 26. The application proposes a comprehensive development consisting of two phases covering a site area of approximately 2.59 hectares (6.41 acres) and includes:

- four mixed-use buildings providing 303 dwelling units with approximately 5,200 square metres of commercial floor area;
- three commercial buildings providing approximately 8,310 square metres of commercial floor area;
- provision of uses such as office, retail and consumer services, fascia and freestanding signs; and
- a mix of surface and underground parking.

This application aligns with the *Municipal Development Plan (MDP)*, the *Saddle Ridge Area Structure Plan (ASP)*, the existing DC Direct Control District (Bylaw 351D2017) and Multi-Residential – High Density Medium Rise (M-H2f4.0h23) District that provide the regulatory framework for development of the lands.

### ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission **APPROVE** the proposed development permit application DP2018-0750 for a New: Dwelling Units, Office, Retail and Consumer Service, Sign – Class B (Fascia Signs - 93), Sign – Class C (Freestanding Sign - 1) (5 buildings); New: Multi-Residential Development (2 buildings) at 8607 and 8825 – 52 Street NE (Plan 6778AW Blocks 8 and 9), with conditions (Attachment 2).

### PREVIOUS COUNCIL DIRECTION / POLICY

None.

### BACKGROUND

Seika Architecture on behalf of Sahara Development Inc submitted the subject application to The City of Calgary on 2018 February 26.

This site is located within the Cell D Residential Area as described in the *Saddle Ridge ASP*. The Cell D area is a quarter section of land which was subdivided in 1914 into 32 individual lots ranging in size from 4.6 to 4.9 acres (1.9 hectares) with an internal spine road (84 Avenue NE). The area was annexed by The City of Calgary in 1961. Over the years, the area has been developed for single family homes and various outbuildings. This historical subdivision pattern remains largely intact today.

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In 2016 January 11, Council adopted amendments to the *Saddle Ridge Area Structure Plan* that further refined the applicable local area policies for Cell D. These amendments provided a new land use concept for Cell D and provided implementation policies for future applications in the area to address the challenges of the existing subdivision pattern and fragmented ownership.

In 2017 September 21, an outline plan for the subject lands was approved by Calgary Planning Commission (LOC2016-0069) and the associated land use amendment was approved by Council 2017 November 20. The outline plan consisted of three sites: a DC Direct Control District mixed-use parcel, a high density medium rise multi-residential parcel, and a public park which is located on the south end of the plan area adjacent 84 Avenue NE. The DC Direct Control District rules required that the first development permit to be submitted needs to encompass the entire DC District and requires a decision by the Calgary Planning Commission.

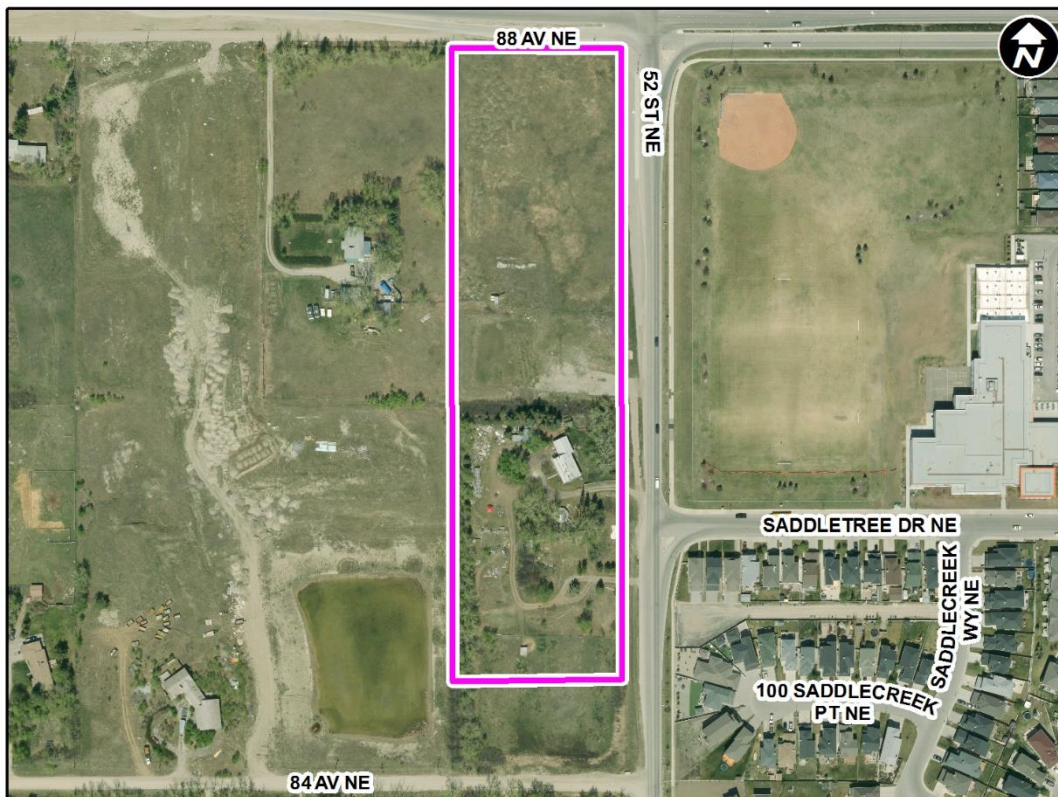
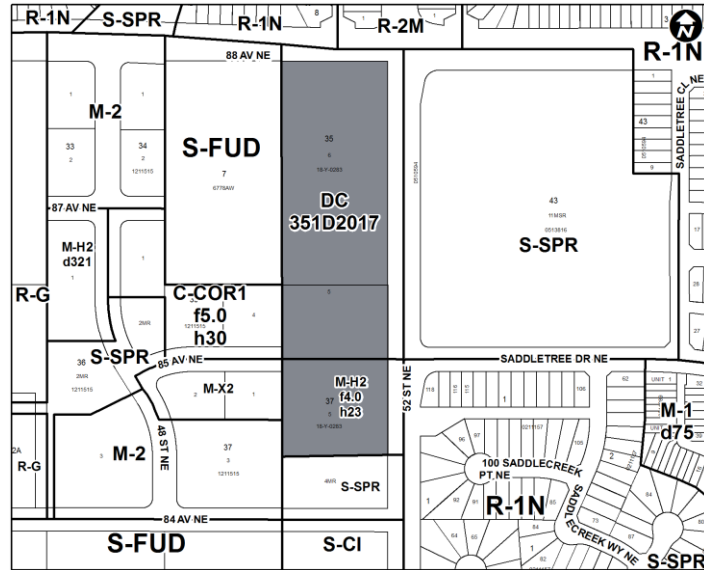
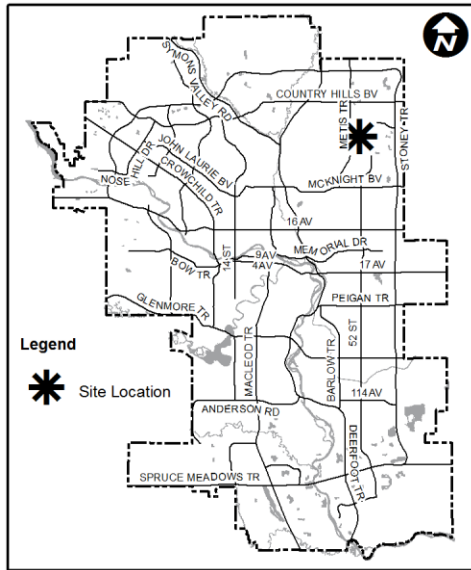
An application for subdivision (SB2018-0283) to dedicate the public roads and a Municipal Reserve parcel and create three separate parcels is anticipated to be approved by the Subdivision Authority in Summer 2019. Due to timing around finalization of the subdivision approval and necessary alignment between the subdivision and development permit obligations, a number of conditions have also been included within the development permit which duplicate those found within the subdivision. This is to ensure that the timing and associated land dedication and detailed engineering requirements are adequately addressed and sequenced properly throughout these various concurrent applications.

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Location Maps



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### Site Context

The subject site is located in the developing community of Saddle Ridge in northeast Calgary. The site recently functioned as two separate estate residential lots with each containing a single detached dwelling and associated outbuildings. These buildings will be removed prior to development.

The site includes two parcels of land which together are approximately 2.59 hectares (6.41 acres) in area. The site is bounded by 52 Street NE to the east, 88 Avenue NE to the north and a future Municipal Reserve parcel (public park) to be dedicated to the south. An elementary school site is located east of 52 Street NE and low density residential development is located south of the school. Immediately west of the north parcel is a residential acreage which has retained its Special Purpose – Future Urban Development (S-FUD) District designation. The south parcel is adjacent to land that was included in a previous outline plan and land use amendment (LOC2007-0046) approved in 2008. This area forms part of the Neighbourhood Activity Centre in Cell D and is planned for commercial and multi-residential uses.

This site is located approximately 800 metres from a future LRT station to be located north of 88 Avenue NE, east of Savanna Drive NE, and approximately one kilometre from the existing Saddletown LRT Station in Saddle Ridge.

### INVESTIGATION: ALTERNATIVES AND ANALYSIS

This development permit application proposes a project with seven buildings over two phases. Phase 1 proposes five buildings: two mixed use buildings which includes 155 dwelling units and approximately 3,375 square metres of commercial floor area, and three commercial buildings providing approximately 8,311 square metres of retail and office space. Phase 2 proposes two mixed use buildings providing 148 dwelling units and approximately 1,830 square metres of commercial space. The development permit plans have been included as Attachment 1.

Primary objectives throughout the application review was to ensure compliance with the local area policy, the land use district regulations, to ensure technical and site servicing requirements are adequately addressed, and to achieve a built form and site design that met or exceeded The City's design objectives.

### Land Use

On 2017 November 20, Council approved the redesignation of this site to allow for mixed use development which provides a variety of commercial uses, while ensuring a minimum number of residential units to contribute to the vision for Cell D as a residential neighbourhood.

The Phase 1 site carries a DC Direct Control District (Bylaw 351D2017) designation. The DC District is based on Commercial – Corridor 1 (C-COR1) District and has a maximum floor area ratio of 2.5, a maximum building height of 23.0 metres, and a minimum density of 80 units per hectare. Relaxation provisions have been included within the DC Bylaw to allow for discretion on application of the bylaw at the time of development permit review.

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The Phase 2 site is designated Multi-Residential – High Density Medium Rise (M-H2f4.0h23) District with a floor area ratio of 4.0 and a maximum height of 23 metres.

### **Application Review**

Through the application review, Administration and the applicant worked together on the design details of the proposed development to ensure that a balance of residential and commercial uses was achieved, while also providing for on-site amenity spaces. The application and site design has shown significant improvements from when it was originally submitted to City for review.

The initial review requested that several changes be made to improve the site in terms of it being a place for people to move about in as well as spend time. The initial proposal appeared to be auto-oriented with a similar configuration and character to a suburban-style mall with parking and driving aisles within the site and smaller amenity spaces tucked within the parking lot. The applicant responded by increasing the amount of amenity space within the development. In the north portion of Phase 1, the applicant increased the size and landscaping to create an amenity space that was integrated with a plaza between Buildings B and C. Within the south portion of Phase 1, a building was removed and replaced with a large amenity space adjacent to Building E and 52 Street NE. Sidewalks in the development were also increased in size and connections across the site have been emphasized through coloured concrete and raised pedestrian crossings.

On the south parcel, the applicant was asked to further consider the site's interface with the adjacent future public park. While the orientation of the buildings was not modified, the applicant provided wider sidewalks and increased landscaping along Buildings G and H. Building H provides a canopy and increased setback from the park to allow for potential seating in that location.

Parkade entrances were also highlighted as a concern as they interrupted the pedestrian circulation on the site. The applicant responded by moving the ramps to be internal to the site (away from 52 Street NE) and providing continuous pedestrian routes that do not cross ramp entrances (with the exception of the ramp for Building A).

The current application is the culmination of this review and the negotiations between the applicant and Administration. The application is supportable based on the changes that were made to address these concerns as well as its alignment with the intentions set out in the previously approved outline plan, and the existing land use bylaw requirements.

### ***City Wide Urban Design***

Each iteration of the application was reviewed by the City Wide Urban Design team. The Urban Design team deems the project to now satisfy urban design requirements for a development of this scale and context.

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

The application was reviewed by the Urban Design Review Panel (UDRP) shortly after the application submission, on 2018 March 21. This allowed the comments to be included in Administration's first Detailed Team Review (DTR) document. UDRP's comments at this initial stage have been included in Attachment 4 of this report. Upon review of the original submission, the Panel provided a ranking of "Further Review Recommended". Plan changes suggested by the Panel reflected and reinforced staff direction. Suggestions included focusing on edge conditions created by the placement of buildings and parking areas, as well as reviewing intended retail entry points and the amenity value of proposed seating areas.

A second UDRP review was not pursued as the applicant addressed many of the concerns raised and has been working on revisions to the satisfaction of City Wide Urban Design.

### ***Site and Building Design***

The subject site is divided into two phases. Phase 1 encompasses the portion of the site bordered by 88 Avenue NE, 52 Street NE, and the future 85 Avenue NE, a new public street which will be dedicated through the subdivision process. Phase 2 includes the portion of the site located south of the future 85 Avenue NE, 52 Street NE, and north of the future public park.

#### Phase 1

Buildings B and C, along 52 Street NE, provide a three-storey building form with frequent retail entries at grade and office space above. The retail level maximizes glazing, maintaining views into the shops. Spaces for seating and outdoor cafes are provided along this interface adding articulation to the building elevations. Between Buildings B and C, a plaza space provides pedestrian access to an internal landscaped courtyard with seating provided under a trellis.

Surface parking is located internally to the development. Underground parking is provided for all the buildings in the development and accessed from the main internal drive aisle. Pedestrian crossings are raised and coloured to improve legibility. Though main floor retail units are accessible from both the street and the parking area, increased design detail along the 52 Street NE interface signals this as the primary entrance.

Buildings A and D/F (the latter being one building) provide retail units on the main level with five additional storeys containing dwelling units. Building A provides 95 dwelling units, 15 of which are units providing three bedrooms and a den and 25 of which provide two bedrooms and a den. Building D/F provides 60 dwelling units with 15 units providing three bedrooms and a den and 15 units providing two bedrooms and a den. Both buildings are positioned along the west boundary of the parcel. Above the main floor, the lengths of the buildings are mitigated through articulation of the building façade and the use of building materials. Each building provides one level of underground parking.

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An east-west publicly accessible/ private drive aisle divides the Phase 1 site and provides future pedestrian and vehicular connections to the west. It provides a sidewalk on the north side of the driving aisle to provide a continuous pedestrian route through the site. However, this connection is subject to interruption as it passes the parkade ramp, loading, and waste collection areas of Building A. On the south side of the aisle, the street is lined with trees upon entry from 52 Street NE.

Building E is located on the southeast portion of the north site. It provides retail units adjacent to 52 Street NE and office uses on the second floor. An amenity space is located on the north side, adjacent to this building, which provides with a grassed area surrounded by a mix of shrubs, trees, and a covered area with picnic tables.

A bus shelter will be provided by the developer adjacent to this site at the corner of 52 Street NE and 88 Avenue NE.

### Phase 2

South of a new public street, 85 Avenue NE, the site contains two buildings. Building G primarily faces 52 Street NE and wraps around to 85 Avenue NE and provides a four storey building form with retail units along the main level and 48 dwelling units above. Twelve of these dwelling units provide two bedrooms and a den floor plans. Building H is seven storeys and positioned on the west side of the site adjacent to an undeveloped parcel intended for multi-residential development. This building provides retail uses on the main floor and 100-one bedroom dwelling units above. This building is designed as an independent living seniors-oriented housing. A common eating area is provided on the main level and dwelling units built are designed for accessibility.

One underground parkade serves both buildings with the ramp access on the south side of Building G.

The south site borders on a future public park that will be dedicated as part of the subdivision underway for this parcel. Building H provides additional at grade detail with a canopy and landscaping provided adjacent to the future public park. Doors from the communal dining area open onto this space to allow for some activation.

### ***Landscaping and Public Realm***

The public realm for this development provides a 2.88 metres sidewalk width adjacent to a multi-use pathway that runs along 88 Avenue NE and 52 Street NE. The interface between public and private space is marked by planter beds containing shrubs and perennials. Street trees will be provided which include American and Brandon Elm.

Two plazas are provided within Phase 1. The north plaza is a hardscaped amenity space with planters containing shrubs and perennials. A trellis provides a protected area for seating and gathering. A row of trees and shrubs screen parking located west of the plaza.

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The south plaza provides soft landscaping with a lawn space framed by trees and shrubs. A trellised area is provided to accommodate a seating area.

Phase 2 benefits from its adjacency to a future municipal park. A mixture of trees, shrubs, and perennial beds are planned to soften the surface parking lot. Adjacent to the future park, Building H provides a mix of coniferous trees and shrubs which frame a patio space.

### ***Site Access and Parking***

Phase 1 provides a right-in only access from 88 Avenue NE. A right-in/ right-out driveway is provided along 52 Street NE and an all turns driveway access is proposed from the future 85 Avenue NE. Surface parking is provided internally to the development and underground parking is available for each building with a shared ramp for buildings B and C.

Phase 2 is accessed by an all-turns driveway access off 85 Avenue NE with a right-in/ right-out driveway provided from 52 Street NE. Surface parking is provided internal to the site and a shared ramp leads to underground parking for buildings G and H.

The applicant has requested a relaxation for the residential, commercial, and visitor parking stalls in Phase 2. As this is a comprehensive development permit and Phase 1 provides an excess of parking stalls, Administration is supportive of the relaxation. Bicycle parking has been provided in excess of bylaw requirements.

### ***Environmental***

The application was reviewed by the Environmental and Safety Management group at the City of Calgary and no environmental issues were identified.

### ***Transportation***

The development area has connections to the city's regional transportation network including Metis Trail NE and Airport Trail NE via the arterial streets that bound the site (88 Avenue and 52 Street). A collector street, 84 Avenue NE, is located to the south of the site beyond the Municipal Reserve site. Currently, 88 Avenue NE and 52 Street NE are constructed to half of their ultimate width, and 84 Avenue NE is a rural (unpaved) road. Paving and widening of these roads to their full widths along the site boundary will be provided through the associated subdivision (SB2018-0283) and Development Agreement, as per standard development boundary requirements.

As part of the subdivision, and in alignment with the ASP, an additional public road connection has been provided – 85 Avenue NE. This new public road aligns with Saddletree Drive NE across 52 Street NE, as well as with the previously registered portion of 85 Avenue NE through the LOC2007-0046 outline plan area. Within the development north of 85 Avenue NE, a public access easement will be registered on title which will provide an additional connection through the site to the property west of the subject parcel, and which will align with connections contemplated for the proposed Neighbourhood Activity Centre as part of LOC2007-0046.



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The development site is within approximately one kilometre of Saddletowne LRT Station. A future LRT station at 88 Avenue NE will also be located approximately 800 metres northeast of the site, however, it is currently unfunded. Local bus service currently operates along 84 Avenue NE with further transit service being added as the community develops.

### ***Utilities and Servicing***

Sanitary, storm and water servicing infrastructure are available in 52 Street NE to service the development area. Offsite watermain extensions and construction completions are required prior to release of the subject development permit. The technical review and design of the offsite watermains are captured through the subdivision and development agreement process. The offsite work must be completed prior to, or concurrently with, the proposed site construction to tie into the infrastructure and provide the level of service required to support the proposed development.

### **Stakeholder Engagement, Research and Communication**

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. The application has been advertised online.

The Saddle Ridge Community Association reviewed the application and expressed support for the proposed project (Attachment 3).

No citizens' comments were received by the report submission date.

The decision made by Calgary Planning Commission as the Development Authority will be advertised in accordance with the Municipal Government Act. As this development permit is for a discretionary use, an appeal may be filed based on the decision on the entire permits, the decision to grant a relaxation, or any of the conditions placed on an approval.

### **Strategic Alignment**

This development permit proposal was evaluated based on its conformance to the applicable policy documents, summarized in the following sections.

#### ***South Saskatchewan Regional Plan (2014)***

The recommendation by Administration in this report has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan* which directs population growth in the region to Cities and Towns and promotes the compatible and efficient use of land.

#### ***Interim Growth Plan (2018)***

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

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

The *Municipal Development Plan* (MDP) identifies this site as part of the Residential Developing Planned Greenfield with Area Structure Plan (ASP). The ASPs for Planned Greenfield Areas, in existence prior to adoption of the MDP, are recognized as appropriate policies to provide specific direction for development of the local community.

***Saddle Ridge Area Structure Plan (Statutory – 2009)***

The *Saddle Ridge Area Structure Plan* (ASP) indicates that the subject site is located within the Cell D Residential Area as per the land use plan (Map 6). The *Saddle Ridge ASP* provides further guidance on development within Cell D.

The development policies for Cell D include allowing for multi-residential and neighbourhood scale commercial and employment uses outside the Neighbourhood Activity Centre (NAC) at locations along the collector streets, adjacent to transit stops, adjacent to parks, at community entrance locations or at neighbourhood gathering locations. The proposed development provides multi-residential and commercial uses within proximity to the NAC and bordering the west side of 52 Street NE. From this street, the subject site provides one of the entryways to the Cell D neighbourhood. The site also borders a public park being dedicated through SB2018-0283.

Policies are included that guide the building form and design of multi-residential developments. The proposed development employs underground parking thereby reducing surface parking, making room for pedestrian connections to the street as well as area amenities. Buildings along 52 Street NE face the street with patio spaces for potential outdoor cafés. These buildings are also lower in height to address the low density and open space context to the east of 52 Street NE.

***Land Use Bylaw 1P2007***

Rationale for Proposed Relaxations

The proposed development generally complies with the land use districts, with supportable relaxations as indicated below and in the following table. These Bylaw discrepancies are supported by Administration, as the development still meets the intent of the rules and relaxations of the rules has minimal adverse impact on adjacent developments.

Parking relaxations identified for the M-H2 site are supported as the DC site provides an excess of parking. The proposed parking relaxation is approximately 10 to 11 percent of the total bylaw requirement of the comprehensive development permit application. The relaxation is supported by the applicant's parking study submitted in support of this application. In subsequent discussions with Administration, the applicant team and developer have expressed confidence in the viability of the commercial uses on the south site based on the parking allotment that's been proposed. A permanent condition has been added to establish protocols for staff parking for all uses to be located primarily on the north site; this will allow more spots on the south site

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to be used by patrons of the south site. This site also benefits from access to transit along 52 Street NE.

Relaxations to setback areas are supported as the buildings address the streets appropriately for the suburban context and provide amenity spaces such as the outdoor cafés and plaza spaces.

Landscaping relaxations are supported by Administration as they are considered minor and still meet the intent of the rules.

Bylaw Relaxations		
Regulation	Standard	Provided
DC 351D2017 (Phase 1)		
788 Rear Setback Area (min.)	(2) Where the parcel shares a rear property line with:  (a) an LRT corridor or street, the rear setback area must have a max. depth of 3.0 m;	Plans indicate the North building setback to building A is 14.24m (+11.24m).  Plans indicate the North building setback to building B is 5.61m (+2.61m).  <i>Administration supportive of relaxation. 88 Avenue NE is flanked by rear yards to the north so the context does not lend to activation.</i>
789 Side Setback Area (min.)	(1) Where the parcel shares a side property line with a parcel designated as:  (d) a special purpose district, the side setback area must have a min. depth of 3.0 m.	Plans indicate the West building setback to building A measured to the balconies is 2.42m (-0.58m).  <i>Administration supportive of relaxation.</i>

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Bylaw Relaxations		
Regulation	Standard	Provided
	<p>(2) Where the parcel shares a side property line with:</p> <p>(a) an LRT corridor or street, the side setback area must have a max. depth of 3.0 m;</p>	<p>Plans indicate the building setback to the East elevation of building B is 7.70m (+4.70m).</p> <p>Plans indicate the building setback to the East elevation of building C is 10.11m (+7.11m).</p> <p>Plans indicate the building setback to the East elevation of building E is 7.21m (+4.21m).</p> <p><i>Administration supportive of relaxation. These measurements are to the building face of the outdoor café spaces and the plaza space in front of building E.</i></p>
782 Building Location and Orientation	<p>(2) The max. building setback from a property line shared with a commercial street is 3.0 m.</p>	<p>Plans indicate the North setback to building A is 14.24m (+11.24m).</p> <p>Plans indicate portions of the North setback to building B is setback greater than 3.0m.</p> <p>Plans indicate portions of the East setback to building C is setback greater than 3.0m.</p> <p>Plans indicate the East building setback to building E is 7.21m (+4.21m).</p> <p><i>Administration supportive of relaxation. See rationale above.</i></p>

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Bylaw Relaxations		
Regulation	Standard	Provided
	(3) Motor vehicle parking stalls and loading stalls must not be located between a building and a commercial street.	Plans indicate parking stalls located between buildings A and "D/F" and a street.  <i>Administration supportive of relaxation. Buildings A and "D/F" and the parking are located on the interior of the site, so the development meets the intent of not having parking along the street.</i>
783 Building Façade	(1) The length of the building façade that faces the commercial street must be a min. of 80.0 % of the length of the property line it faces. (2) In calculating the length of the building façade, the depth of any required rear or side setback areas referenced in sections 788 and 789 will not be included as part of the length of the property line.	Plans indicate the building facades on the North elevation is 62.13% (-17.87%) of the length of the property line it faces.  Plans indicate the building facades on the East elevation is 64.02% (-15.98%) of the length of the property line.  Plans indicate the building facades on the South elevation is 66.40% (-13.60%) of the length of the property line.  <i>Administration supportive of relaxation.</i>
DC 351D2017 9 Density	The minimum density is 80 units per hectare	Plans indicate the proposed density is 78.97 (-1.03) unit per hectare or 155 (-3) units.  <i>Administration supportive of relaxation. This is a minor relaxation in the context of the number of units provided on site and it still achieves the intent of ensuring the residential component on this site as envisioned during the land use amendment process.</i>

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<b>Bylaw Relaxations</b>		
<b>Regulation</b>	<b>Standard</b>	<b>Provided</b>
790 Landscaping In Setback Areas	(1) Where a setback area shares a property line with a street, the setback area must be a hard surfaced landscaped area.	Plans indicate portions of the landscaped area provided for the North, East and South landscaped areas consist of soft surfaced finishes.  <i>Administration supportive of relaxation.</i>
	(4) Where a setback area shares a property line with a parcel designated as a commercial, industrial or special purpose district, the setback area:  (a) be a soft surfaced landscaped area;	Plans indicate portions of the required West landscaped area consists of hard landscaped finishes.  <i>Administration supportive of relaxation.</i>
694 Landscaping for Large Parking Area	(3) Islands provided in the parking area must:  (b) be provided after every 20 motor vehicle parking stalls in a row with no more than 20 stalls between islands;	Plans indicate a row of parking that contains greater than 20 stalls and does not provide an island.  <i>Administration supportive of relaxation. The parking has been broken up and landscaping has been provided in amenity spaces. One location where trees would be appropriate is located too close to underground services.</i>
	(c) be a minimum area of 12.0 square metres with at least one side of the island being a minimum length of 2.0 metres;	Plans indicate multiple proposed islands are less than 12.0 metres square.  <i>Administration supportive of relaxation.</i>
	(d) provide a minimum of 1.0 trees and 2.0 shrubs; and	Plans indicate 1 (-7) trees and 2 (-14) shrubs provided on required islands.  <i>Administration supportive of relaxation.</i>
692 Low Water Irrigation System	(4) All soft surfaced landscaped areas must be irrigated by an underground irrigation system, unless a low water irrigation system is provided.	Plans do not indicate that the proposed low water irrigation system is confined to trees and shrubs only.  <i>Administration supportive of relaxation.</i>

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<b>Bylaw Relaxations</b>		
<b>Regulation</b>	<b>Standard</b>	<b>Provided</b>
123 Loading Stalls (min.)	Requires 4 loadings stalls.	Plans indicate 2 (-2) loading stalls provided.  <i>Administration supportive of relaxation.</i>
697 Garbage	(2) Garbage container enclosures must not be located in any setback areas.	Plans indicate two of the proposed garbage enclosures are located within the required West setback area.  <i>Administration supportive of relaxation.</i>
<b>M-H2 f4.0h23 (Phase 2)</b>		
653 Building Setbacks (min.)	(1) Unless otherwise referenced in subsection (2), the min. building setback from a property line shared with a street is 6.0 m.	Plans indicate the North setback to building G is 2.86m (-3.14m).  Plans indicate the North setback to the balconies on building H is 1.22m (-3.10m).  Plans indicate the East setback to the balconies on building G is 1.67m (-4.33m).  <i>Administration supportive of relaxation as it brings the buildings closer to the street and provides consistency with the setbacks in Phase 1 of the development.</i>
549 Projections Into Setback Areas (max.)	(1) Unless otherwise referenced in subsections (2), (3), (4), (5), (6), and (7), a building or air conditioning units must not be located in any setback area.	Plans indicate portions of the building project into the required North and East setback areas.  <i>Administration supportive of relaxation.</i>
550 General Landscaped Area Rules	(7) All setback areas adjacent to a street or another parcel, except for those portions specifically required for motor vehicle access, must be a landscaped area.	Plans indicate portion of building G and H project into the required North and East landscaped area.  <i>Administration supportive of relaxation.</i>

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<b>Bylaw Relaxations</b>		
<b>Regulation</b>	<b>Standard</b>	<b>Provided</b>
553 Landscaped Area Reductions – Multi-Residential Development	<p>The minimum landscaped area of 40.0% for Multi-Residential Development may be reduced by the three options as referenced in sections 554, 555 and 556 individually or in combination, to a total available reduction of 10.0% of the area of a parcel.</p> <p><i>Low Water reduction applied.</i></p> <p><i>Proposed development does not meet requirements for street orientated.</i></p>	<p>Plans indicate 32.29% (-4.71%) or 1859.60m<sup>2</sup> (-271.23m<sup>2</sup>) of landscaped area provided.</p> <p><i>Administration supportive of relaxation. This is a minor relaxation and the site benefits from its proximity to the public park.</i></p>
552 Planting Requirements	<p>(7) For landscaped areas with a building below, planting areas must have the following min. soil depths:</p> <p>(a) 1.2 m. for trees;</p> <p>(b) 0.6 m. for shrubs; and</p> <p>(c) 0.3 m. for all other planting areas.</p> <p>(8) The soil depths referenced in (7) must cover an area equal to the mature spread of the planting material.</p>	<p>Planting area for perennial beds over the parkade are not indicated.</p> <p><i>Administration supportive of relaxation.</i></p>
556 Low Water Landscaping Option	<p>For the Low Water Landscaping Option, the required 40.0% landscaped area may be reduced by 3.0% of the area of the parcel where:</p> <p>(b) the delivery of the irrigated water is confined to trees and shrubs;</p>	<p>Plans do not indicate that irrigation is limited to trees and shrubs only.</p> <p><i>Administration supportive of relaxation. The only landscaping on the site is trees and shrubs.</i></p>



**Development Permit in Saddle Ridge (Ward 5) at 8607 and 8825 - 52 Street NE,  
DP2018-0750**

<b>Bylaw Relaxations</b>		
<b>Regulation</b>	<b>Standard</b>	<b>Provided</b>
556 Low Water Landscaping Option	For the Low Water Landscaping Option, the required 40.0% landscaped area may be reduced by 3.0% of the area of the parcel where:  (e) a minimum of 30% of required trees are selected from the list in Table 3: Low Water Trees	Dropmore Lindon is not listed in the Low Water Tree table.  <i>Administration supportive of relaxation.</i>
Parking Stalls (min.) and Visitor Stalls	Requires 77 commercial motor vehicle parking stalls.	Plans indicate 26 (-51) commercial motor vehicle parking stalls provided.  <i>Administration supportive of relaxation. See rationale provided in "Rationale for Proposed Relaxations".</i>
	Requires 162 multi-residential development parking stalls.	Plans indicate 59 (-103) multi-residential development parking stalls provided.  <i>Administration supportive of relaxation. See rationale provided in "Rationale for Proposed Relaxations".</i>
	Requires 20 visitor parking stalls for the multi-residential development.	Plans indicate 14 (-6) visitor parking stalls provided.  <i>Administration supportive of relaxation. See rationale provided in "Rationale for Proposed Relaxations".</i>
123 Loading Stalls (min.)	Requires 3 loading stalls.	Plans indicate 1 (-2) loading stalls provided.  <i>Administration supportive of relaxation.</i>
566 Garbage	(2) A garbage container enclosure:  (b) unless specified in subsection (3) must not be located in a setback area.	Plans indicate the garbage enclosures for building G are located within the required East setback area.  <i>Administration supportive of relaxation.</i>

Planning & Development Report to  
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2019 July 04

ISC: UNRESTRICTED  
CPC2019-0822

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**Social, Environmental, Economic (External)**

The proposed development is anticipated to contribute to the city's commercial economy and provide additional housing options to citizens.

High efficiency appliances, washroom fittings, and furnaces in addition to daylight sensors will be used to reduce the energy and water consumption for the proposed project.

**Financial Capacity**

***Current and Future Operating Budget***

There are no known impacts to the current and future operating budgets at this time.

***Current and Future Capital Budget***

The proposed development does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

**Risk Assessment**

There are no significant risks for The City with the proposed development.

**REASON(S) FOR RECOMMENDATION(S):**

The proposed development meets the intent of City policies, specifically, the proposal is consistent with the overarching policies of the *Municipal Development Plan* and conforms to the intent and direction of the *Saddle Ridge Area Structure Plan*. The proposed development provides additional residential and commercial opportunities as well as improves pedestrian and street connectivity which will support future development in Cell D. This development meets the intent of the Land Use Bylaw, with supportable relaxations.

**ATTACHMENT(S)**

1. Development Permit Drawings
2. Conditions of Approval
3. Community Association Letter
4. Urban Design Review Panel Comments and Applicant Response
5. DC Direct Control District Bylaw 351D2017