

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1509

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2460, 2464 and 2468 – 23 Street NW, LOC2019-0079

EXECUTIVE SUMMARY

This policy and land use amendment application was submitted by CivicWorks Planning + Design on 2019 May 27 on behalf of the landowner, TWENTY3 LTD. (Namrita Rattan). The application proposes to change the land use designation of the subject site from Residential – Contextual One / Two Dwelling (R-C2) District to Mixed Use – General (MU-1f3.9h23) to allow for:

- a mixed-use development with residential and commercial uses in the same building;
- a maximum building height of 23 metres, about six storeys (an increase from the current maximum of 10 metres);
- a maximum floor area ratio of 3.9 FAR, approximately 6,700 square metres of building floor area; and
- the uses listed in the MU-1 District.

Amendments to the *Banff Trail Area Redevelopment Plan* (ARP) are required to accommodate the proposed land use amendment. The proposal aligns with the applicable policies of the *Municipal Development Plan* (MDP).

A development permit (DP2019-3660) was submitted on 2019 July 18 for a mixed-use building with a maximum building height of six storeys, and is in alignment with the ARP, as amended. The development permit is currently under review. Administration is anticipating that it will be ready for approval at the time of Council's decision on this land use amendment application.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed amendment to the Banff Trail Area Redevelopment Plan (Attachment 1); and
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw, the proposed redesignation of 0.17 hectares ± (0.42 acres ±) located at 2460, 2464 and 2468 – 23 Street NW (Plan 9110GI, Block 5, Lots 15 to 17) from Residential – Contextual One / Two Dwelling (R-C2) District to Mixed Use – General (MU-1f3.9h23) District; and
4. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

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BACKGROUND

This land use amendment application was submitted by CivicWorks Planning + Design on 2019 May 27 on behalf of the landowner, TWENTY3 LTD. (Namrita Rattan). The Applicant's Submission (Attachment 2) indicates the landowner's intent to:

- amend the *Banff Trail ARP* to allow for the redesignation of the subject site; and
- redesignate the subject site to allow for the development of a mixed-use building in alignment with the rules of the MU-1f3.9h23 District.

The proposal is intended to allow for a grade-oriented mixed-use building containing neighbourhood scale commercial, live/work and residential units within a 5 minute walking distance of the Banff Trail LRT Station.

This application presents one of six development projects along 24 Avenue NW in Banff Trail proposing to redesignate and redevelop existing low density residential dwellings. The six applications are in different stages of review and approval. This land use amendment (LOC2019-0079) is one of three applications submitted by the same applicant (CivicWorks) for consideration and approval by Calgary Planning Commission and Council at the same time. Attachment 3 contains a map of the active 24 Avenue NW applications and indicates where the six applications are in relation to each other.

In 2013, Council directed Administration to review the *Banff Trail ARP* to identify areas for modest intensification. As a result of this work, Council adopted Bylaw 11P2016 amending the ARP to allow for medium density low-rise and medium density mid-rise along 24 Avenue NW, with the subject site located in the Medium Density Mid-Rise land use typology.

In 2019 September, Council adopted Bylaw 56P2019 to:

- remove the Special Study Area overlay from the intersection of Crowchild Trail NW and 24 Avenue NW; and
- express support for densification in alignment with the goals and objectives of the *Banff Trail ARP* where it conflicts with a restrictive covenant potentially limiting development to one or two-dwelling units, as explained below.

Many properties in Banff Trail are subject to a 1952 caveat restricting the use of and development on all affected lots to single and semi-detached dwellings. Caveats registered against individual properties and entire subdivision plans such as this one, were used as an early land use planning tool before municipalities adopted land use bylaws and other newer planning legislation designed to inform land development. While these caveats are not binding on Council or Administration in making land use or development permit decisions, they present a level of risk to landowners should a different landowner choose to enforce a particular caveat through a civil legal route. The applicant and landowner are aware of these risks and decided to proceed with this application on that basis.

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In 2018 October, Transportation Infrastructure initiated the Banff Trail Area Improvements Project with a community open house/information session. A component of this work focuses on improvements to the 24 Avenue NW corridor. The improvements to 24 Avenue NW are currently being designed and earmarked for construction beginning in 2020/2021, as described in the Transportation section of this report.

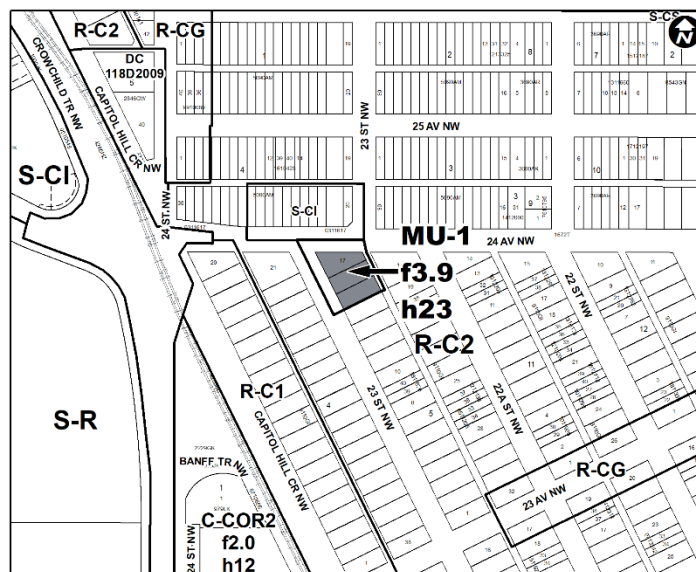
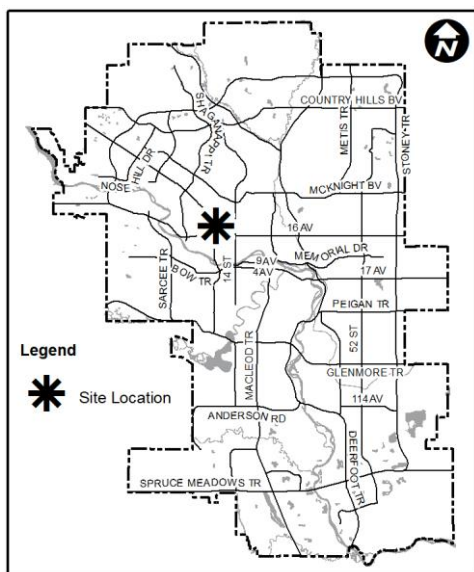
Finally, community outreach for the six applications along 24 Avenue NW in Banff Trail is consistent with The City's Community Outreach Took Kit and trialed an approach whereby Community Planning, Transportation Infrastructure and all six applicants held joint open houses/information sessions to inform the community and collect feedback on the development proposals and The City led projects in the area.

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Location Maps



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Site Context

The subject site, consisting of three separate parcels, is located on the southeast corner of 24 Avenue NW and 23 Street NW in the inner city community of Banff Trail. The site is located approximately 300 metres or a 5 minute walk from the Banff Trail LRT Station as shown in Attachment 4. Twenty-Fourth Avenue NW is a collector road providing a connection between the largely residential communities to the east and the major activity centre to the west, which includes major educational, medical and recreational facilities (University of Calgary, Foothills Medical Centre, Alberta Children's Hospital and McMahon Stadium). The subject site is situated one street block east of the major intersection between Crowchild Trail NW and 24 Avenue NW, earmarked for future intersection upgrades with a potential interchange. Twenty-Fourth Avenue NW intersects with 19 Street NW and 14 Street NW to the east of the subject site, providing north and south connections through the city, including access to downtown Calgary.

The site is approximately 0.17 hectares in size with approximately 40 metres of frontage along 24 Avenue NW and 55 metres along 23 Street NW. The site is currently developed with three single detached dwellings with a single detached and a double detached garage as well as a parking pad with access from the rear lane.

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Surrounding development is comprised of predominantly low-density residential dwelling forms such as single detached and semi-detached dwellings. A large portion of the existing residential community in Banff Trail is designated R-C2, with several blocks of parcels along strategic corridors designated R-CG as a result of an amendment to the *Banff Trail ARP* in 2017 and a subsequent City-initiated land use redesignation. Over the last couple of years, the broader community of Banff Trail has experienced several rowhouse redevelopments on corner lots.

As identified in *Figure 1*, Banff Trail has experienced a relatively substantial population decline from its peak in 1968.

Figure 1: Community Peak Population

Banff Trail	
Peak Population Year	1968
Peak Population	4,883
Current Population (2018)	4,165
Difference in Population (Number)	-718
Difference in Population (Percent)	-14.7%

Source: *The City of Calgary 2018 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Banff Trail](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This land use amendment proposal and development permit application have the potential for the redevelopment of a site near a major activity centre, as well as a key transportation and transit corridor in the city. The subject site can contribute to transit oriented development by providing a mid-rise, mixed-use development at a medium density within walking distance to an existing LRT station.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

The subject site consists of three parcels designated Residential – Contextual One / Two Dwelling (R-C2) District, allowing for low density residential development with a maximum of two dwelling units and a maximum building height of no more than 10 metres.

In conjunction with the amendments to the *Banff Trail ARP*, this land use amendment application proposes to redesignate the subject site to Mixed Use - General (MU-1f3.9h23) District with a floor area ratio of 3.9 FAR and a maximum building height of 23 metres or six

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storeys. The height rules of the MU-1 District protect the existing low density residential development to the south and east of the subject site through building step backs. The development permit (DP2019-3660) for the subject site indicates the building step backs above the third floor as well as above the fifth floor. These low density residential properties to the south of the subject site are, however, identified for Medium Density – Low-Rise development in the *Banff Trail ARP* with a height of three to four storeys. The low density residential properties to the east of the subject site are separated from the subject site by a rear lane and are also identified for Medium Density – Low-Rise development in the ARP. A shadow study of the proposed building, provided by the applicant, indicated that the properties to the south of the subject site will not be affected by any shadow impacts.

The MU-1 District contains general rules in Part 14 of *Land Use Bylaw 1P2007* to ensure quality building and urban design. The rules can be summarized as follows:

- establish building separations where a building contains balconies;
- requiring permeability and transparency through window and door glazing;
- establishing a minimum ground floor height;
- provides for an active street frontage with direct access at grade and connections to the sidewalk;
- regulating the appearance of building frontages facing a street;
- provide extensive landscaping and planting requirements;
- stipulate residential amenity space requirements;
- provide rules on parking requirements and relaxations as well as vehicular access from rear lanes; and
- screening, garbage and recycling facility rules.

The MU-1f3.9h23 District allows for a mix of residential and a range of commercial uses in the same building. Although the MU-1 District allows for a wider range of commercial uses, the proposed ARP amendment requires that the commercial uses be of a neighbourhood scale to the satisfaction of the Development Authority. The development permit plans indicate that the applicant proposes only three commercial units which are of a neighbourhood scale. The commercial units front onto 24 Avenue NW and wrap around the corner onto 23 Street NW for no more than approximately 20 metres.

Other supporting factors for the MU-1 District include:

- the context of Banff Trail within the inner city communities north of downtown Calgary;
- the major activity centre west of the subject site is connected via 24 Avenue NW with 14 Street NW and 19 Street NW to the east; and
- the Banff Trail LRT Station further supports the proposal for mixed-use development.

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City Wide Urban Design

City Wide Urban Design (CWUD) reviewed both the land use amendment and the development permit application. The CWUD review, and ultimately support, of the land use amendment is contained in Attachment 5. CWUD also supports the commercial at grade as retail will activate the street environment and contribute towards placemaking.

Urban Design Review Panel

The development permit application (DP2019-3660) in support of the land use application was reviewed by the Urban Design Review Panel (UDRP) on 2019 October 30. The UDRP endorses the application and provided the following comments in support of the land use amendment and development permit application. UDRP's comments can be summarised as follows:

- the UDRP supports the proposed density, height and architectural massing in transition to adjacent single family homes existing in the neighbourhood;
- this contemporary land use application covers a development permit positioning for dynamic urban character with economic, environmental and social benefits;
- the sustainable land use, transportation and built form outcome will be responsive to changing economic, environmental and social factors over time;
- the densification transition balances the needs of the present and future generations; and
- the outcome of this highly complementary project under ARP guidance will be a complete liveable neighbourhood with mixed mobility in an environment that is safe, accessible and enjoyable.

Development and Site Design

The land use amendment and development permit were submitted and reviewed at the same time. The development permit (DP2019-3660), as shown in Attachment 6, is anticipated to be ready for approval by the Development Authority following Council's approval of the proposed land use amendment. The development permit is being evaluated against the rules of the MU-1f3.9h23 District.

The development permit application proposes a mixed-use building on a prominent corner at an entrance to the community of Banff Trail and in proximity to the Banff Trail LRT Station. The ARP calls for this location to be developed with a gateway-type building with a high level of design and material quality. Under the Built Form and Site Design section of the ARP (Section 2.1.4), the design policies require that the highest building heights and massing should locate along the street frontages. The purpose of this policy is to create a separation between the highest portions of the building and the surrounding lower density residential dwellings. The subject site with the proposed new building as illustrated in Attachment 6, achieves the separation by allocating the maximum building height of 23 metres (six storeys) on the corner of the intersection between 24 Avenue NW and 23 Street NW. The building then steps down to approximately 17 metres to the south and finally has a maximum building height of less than

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12 metres along the southern property line with the adjacent low density residential development.

The mixed-use building proposes a total of 90 residential units, seven live/work units and three commercial units. The commercial space is provided at grade on the corner of the intersection between 24 Avenue NW and 20 Street NW, primarily activating the 24 Avenue NW frontage. The total size of the commercial space is approximately 490 square metres and represents approximately seven percent of the total building floor area. Administration would categorize the size of the proposed commercial area to be consistent of that at a neighbourhood scale.

Other key factors that were considered during the review of the development permit application include the following:

- ensuring higher residential densities to support existing bus ridership and the LRT ridership at the Banff Trail LRT Station;
- ensuring acceptable vehicular access from the rear lane to on-site underground parking;
- mitigating any potential impacts on the existing R-C2 properties to the north, east and south of the subject site; and
- integrate sufficient amenity space in the site plan.

Environmental

There are no environmental concerns associated with the subject site or this proposal.

Transportation

The MDP classifies 24 Avenue NW as a collector road between Crowchild Trail NW and 14 Street NW in the communities of Banff Trail and Capitol Hill. In considering the location and context of 24 Avenue NW in Banff Trail, as well as the recent amendments to the *Banff Trail ARP* to increase density, Transportation Infrastructure (TI) recognizes the need to retrofit this corridor. As such, TI initiated the planning of a major road construction project called *Banff Trail Area Improvements* in 2018 and a component of this project includes improvements to the 24 Avenue NW corridor from Crowchild Trail NW to 14 Street NW. Construction is anticipated to start in 2020/2021.

Proposed improvements to the 24 Avenue NW corridor consist of the following, which are shown on a conceptual street cross section in Attachment 7:

- roadway reconfiguration and resurfacing;
- new bicycle pathways on both sides of the street;
- sidewalk improvements on both sides of the street;
- pedestrian crossing improvements which may include curb extensions and Rectangular Rapid-Flashing Beacons (RRFB); and
- the possibility of additional traffic control signals.

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The planned 24 Avenue NW street improvements adjacent to the subject site propose to reconfigure the road right-of-way to include two vehicle travel lanes, one in each direction, with an on-street parking lane along the north side of the street. New additions to the road right-of-way include sidewalks and bicycle pathways on both sides of the street to better facilitate active modes, improve the public realm and create a vibrant street interface.

As the proposed 24 Avenue NW upgrades directly impact the subject site, as well as the overall community, Administration partnered with the applicant in significant community outreach, as described in the Stakeholder Engagement, Research and Communication section of this report.

The MDP mobility policies for the Residential Developed area typology calls for high-quality pedestrian and cyclist connections and facilities to link communities, areas of higher intensities and activity centres. The MDP states that where streets are retrofitted, the Complete Streets policies in the *Calgary Transportation Plan* (CTP) should be used. A key direction of the CTP is to create Complete Streets which are defined as streets that move people by foot, bike, bus and car. Streets play a major role in placemaking as they also function as places where people live, work, shop and play which is facilitated by different mobility choices. TI identified 24 Avenue NW as a street where retrofitting is required, and the mobility policies of the CTP should be applied. The CTP supports the proposal in this application.

A Transportation Impact Assessment (TIA) was required for this proposal and reviewed by Administration. It was determined through the review of the TIA that additional transportation improvements beyond the Banff Trail Area Improvements Project may be required to accommodate the proposed density increase of this, and other existing land use amendment applications along 24 Avenue NW. Further review is currently under way coinciding with the review of the development permit applications along 24 Avenue NW to determine the specific requirements of the improvements. To facilitate existing and proposed pedestrian and active mode crossings and movement, as well as vehicular traffic, improvements that may be required at the development permit stage include the following:

- additional traffic signals along 24 Avenue NW; and
- improved pedestrian crossings, that may include Rectangular Rapid-Flashing Beacons.

The subject site is situated near the Primary Transit Network in the following locations:

- the LRT line along Crowchild Trail with the Banff Trail LRT Station within a 5 minute walking distance of the site; and
- 16 Avenue NW with several bus lines including the Max Orange rapid transit service.

Other bus routes in proximity to the site run along Morley Trail NW and 19 Street NW to the east of site. The subject site is also situated within walking distance to the University of Calgary Bus Terminal with several bus lines. The subject site is very well served by public transit to accommodate the proposed density increase.

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Vehicular access to the subject site is proposed from the existing rear lane to on-site underground parking which is currently under review as part of the development permit application.

Utilities and Servicing

Water and sanitary sewer are available to service the site, but storm sewer is not immediately available. The site-specific servicing arrangements and stormwater management are being reviewed and evaluated in detail through the Development Permit application and Development Site Servicing Plan.

Stakeholder Engagement, Research and Communication

In addition to Administration's standard practices for stakeholder engagement, the applicant conducted extensive community outreach. The applicant and Administration coordinated the community outreach given The City led projects proposed in the area. Several City departments and the applicants of six active applications along 24 Avenue NW held two open houses/information sessions on 2019 June 11 and 2019 October 24. The purpose of these open houses/information sessions was to inform the community and gather public input on all six of the proposals along 24 Avenue NW. The public input received by both Administration and the applicant of this application has been summarized in Attachment 8.

Administration circulated the land use amendment and the development permit application to relevant stakeholders and notice posted the proposal on-site. Notification letters were sent to adjacent landowners and the application was advertised online. Additionally, Administration launched a website (calgary.ca/24 Avenue NW) dedicated to the active applications along 24 Avenue NW Banff Trail, with direct links to the Development Map where comments can be submitted by the public.

Administration circulated the application to the Banff Trail Community Association and their comments are included in Attachment 9. The comments focus primarily on the development permit (DP2019-3660) but expressed concerns with the scale and density proposed in the land use amendment. Increased traffic congestion, insufficient parking, pedestrian safety, overlooking and inconsistency with the existing *Banff Trail ARP* are further concerns raised by the community association.

Further to the public input received at the two open houses/information sessions, Administration received three letters in support of the application and six letters in opposition to the application. The comments received can be summarized as follows:

Comments provided in favour of the application:

- allow new investment in the community through mixed-use development;
- support ground floor commercial through densification and diversification;
- support densification to address infrastructure issues - best use of existing infrastructure;

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- support live/work units to make Banff Trail a Live/Work/Play community;
- support for more housing options for all stages of life – these applications will provide more choices in the residential market;
- redevelopment will increase safety with more eyes on the street; and
- proposal will contribute to the health and contemporary urban reality of Banff Trail.

Comments provided in opposition to the application:

- it will significantly change the character of the community;
- the proposal deviates from the current area redevelopment plan and land use district;
- the proposed height and density are too high for 24 Avenue NW;
- there is a shortage of parking in the community;
- this development will create traffic congestion on 24 Avenue NW and the rear lane;
- this development will create a fire safety concern – the buildings are of wood construction; and
- the buildings fail to incorporate green technology.

The applicant used the following outreach strategies to communicate the land use amendment proposal and to ensure stakeholders are well informed:

- project website – a website was created by the applicant for both the land use amendment and the development permit application with the ability to provide direct feedback to the applicant (eaglecrest24.com);
- on-site signage – the applicant created their own signage with the proposed rendering of the building in addition to the City's notice posting;
- community association meeting – the applicant group met with the Planning Committee of the Banff Trail Community Association to discuss the proposal;
- stakeholder meeting – the applicant group met with other stakeholders to discuss and coordinate the active applications along 24 Avenue NW;
- postcard mail drops – two postcard mail drops were completed to provide updates and information on engagement opportunities; and
- information sessions – the applicant group conducted two open houses together with representation from Administration on City led improvements to coordinate information on the development proposal and the 24 Avenue NW reconfiguration project.

Following Calgary Planning Commission, notifications for the Public Hearing of Council will be posted on-site and mailed out to adjacent landowners. In addition, Planning Commission's recommendation and the date of the Public Hearing will be advertised.

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Strategic Alignment

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](#) (SSPR) which directs population growth in the region to the Cities and Towns and promotes efficient use of land.

Interim Growth Plan (2018)

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

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Residential Developed – Inner City land use typology area as identified on [Map 1: Urban Structure](#) of the [Municipal Development Plan](#) (MDP).

Land use policies in the MDP for Developed Inner City communities states the following:

- redevelopment should support the revitalization of local communities by adding population and a mix of commercial uses;
- sites may intensify in transition zones adjacent to areas designated for higher intensity uses;
- intensification strategies should be employed from parcel-by-parcel intensification to larger comprehensive approaches at the block level; and
- expand local commercial in proximity to where the population is increasing.

Map 3: Road and Street Network in the MDP classifies 24 Avenue NW as a Collector Road. Mobility policies in the MDP applicable to Developed Inner City communities, such as 24 Avenue NW states the following:

- when retrofitting existing streets, use the Complete Streets policies in the *Calgary Transportation Plan*; and
- ensure that high-quality pedestrian and cyclist connections and facilities are provided from the Developed Residential Area and linked to adjacent areas of higher intensity development.

The proposal is in keeping with relevant MDP policies, as the rules of the MU-1 District provide for a development form that is appropriate to the subject site, as well as to the surrounding land use typology of the approved *Banff Trail ARP* in terms of height, built form and density.

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Banff Trail Area Redevelopment Plan (Statutory – 1986)

The [Banff Trail ARP](#) was adopted in 1986 with numerous subsequent amendments approved since its adoption. The most recent community wide ARP amendments were in 2016 when Council adopted Bylaw 11P2016 identifying several areas and corridors for modest intensification. During this amendment process, 24 Avenue NW was designated in the ARP with a medium density typology, and in the location where the subject site is situated, with a mid-rise building height of five to six storeys.

The Medium Density Mid-Rise typology is intended to allow for medium density multi-residential development (Figure 2 – Land Use Plan in the ARP), including townhouses, apartments and live/work units at a maximum building height of six storeys. Figure 3 – Maximum Building Heights in the ARP restricts the building height to a maximum of 20 metres.

In support of the land use amendment and development permit, the applicant proposes to amend the *Banff Trail ARP* as follows, which is included in Attachment 1 to this report:

- no change to the typology – the subject site remains in the Medium Density – Mid-Rise land use typology (five to six storeys);
- add a new section to allow for mixed-use development containing commercial uses at a neighbourhood scale to the satisfaction of the Development Authority;
- amend Figure 3 to allow for a maximum building height of 23 metres; and
- apply these policies only to the subject site.

A summary of the *Banff Trail ARP* amendment is provided in the table below:

	Existing ARP Policies	Proposed ARP Amendment
Uses	Multi-Residential	Mixed-Use Development: Multi-Residential plus neighbourhood scale commercial
Height	20 metres	23 metres

An increase to the maximum building height is required for the subject site since the height restriction of 20 metres in Figure 3 – Maximum Building Heights of the ARP is insufficient to accomplish the building height of six storeys specified in the Medium Density Mid-Rise typology currently included in the ARP.

Transit Oriented Development Policy Guidelines (Non-Statutory – 2004)

The [Transit Oriented Development \(TOD\) Policy Guidelines](#) provide direction for the development of areas typically within a radius of 600 metres (10 minute walking distance) of a transit station. The guidelines call for higher density, walkable, mixed-use areas around LRT stations to optimize the use of transit infrastructure and create mobility options for local residents. Attachment 4 indicates the location of the subject site on a walkshed analysis map from the Banff Trail LRT Station. The site is within a 5 minute (300 metre) walking distance from

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the Banff Trail LRT Station. The Primary Transit Network and MAX Orange bus stops along 16 Avenue NW is also within walking distance.

The TOD guidelines call for mixed-use activity nodes adjacent to LRT stations which are intended to provide increased services, employment and a variety of housing options within the community. In the community of Banff Trail, the area directly east of the LRT station does not specifically lend itself to moderate mixed-use redevelopment due to the existing lower density residential character of the residential neighbourhood and limited access from surrounding areas.

Still within the TOD area of the Banff Trail LRT Station, 24 Avenue NW provides the opportunity for moderate mixed-use redevelopment for the following reasons:

- it carries larger volumes of traffic through the communities of Banff Trail and Capitol Hill;
- it is considered a corridor connecting Crowchild Trail NW and 14 Street NW;
- it will be reconfigured and reconstructed in 2020/2021 to allow for a pedestrian and bicycle-oriented street;
- it is anticipated that 24 Avenue NW will intersect with Crowchild Trail NW via an interchange in the future;
- it provides direct access to the community and functions as a gateway street from Crowchild Trail NW; and
- it provides direct access to the major activity centre to the west identified in the MDP which includes major institutions such as the university, hospitals and large recreational facilities.

Location Criteria for Multi-Residential Infill (2016)

The [Location Criteria for Multi-Residential Infill](#) is generally intended to apply to pure multi-residential infill development. However, as the criteria are a broad set of best practices for where intensification is most appropriate, and the commercial component comprises only 490 square metres (5,274 square feet) or approximately seven percent of the total building floor area, Administration considered the criteria helpful and applicable in considering the proposed infill development.

The criteria for infill development provide preferred conditions where multi-residential development may be considered acceptable in low density residential areas. The proposed land use amendment and development permit meet seven of the eight *Location Criteria for Multi-Residential Infill Development*.

The subject site meets the criteria in the following ways:

1. it is situated on a corner parcel with a reduced impact on neighbouring properties and therefore respecting the surrounding low density character;
2. it is situated within 300 metres of an existing primary transit stop at the Banff Trail LRT Station;

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3. it is situated on 24 Avenue NW which is a collector road;
4. it is situated adjacent to planned future medium-density residential development in the ARP, as well as across from future multi-residential development;
5. the site is situated near the recreation/sports facilities at Foothills Athletic Park;
6. with the reconfiguration of 24 Avenue NW, the street is considered as a corridor between Crowchild Trail NW and 19 Street NW providing direct access to the MDP Major Activity Centre surrounding the University of Calgary; and
7. the subject site gains vehicular access by means of a rear lane.

While these criteria are not used as a checklist, they do provide a framework in which Administration evaluates a parcel's appropriateness for intensification. These criteria together indicate that the subject site is an appropriate location for sensitive intensification.

Social, Environmental, Economic (External)

This proposal will allow for additional residential density in an established inner city community in proximity to a major transit corridor. The proposal will facilitate a more compact urban form with the additional neighbourhood scale commercial and will provide Calgarians the freedom to choose to live, work, and meet their day-to-day needs in a location well served by existing infrastructure. Increased development of the subject site has the potential to allow for population and employment growth with comparatively lower vehicle use relative to other sites elsewhere in Calgary.

Financial Capacity

Current and Future Operating Budget

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

Current and Future Capital Budget

The proposed amendments do not trigger capital infrastructure investment and therefore there are no growth management concerns currently.

Risk Assessment

There are no significant risks associated with this proposal.

REASONS FOR RECOMMENDATIONS:

The proposed policy and land use amendment are supported for the reasons outlined below. The proposal is in keeping with:

- the applicable policies of the *Municipal Development Plan* for modest intensification of inner city communities;

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2019 December 19

ISC: UNRESTRICTED
CPC2019-1509

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2460,
2464 and 2468 - 23 Street NW, LOC2019-0079**

- the applicable mobility policies of the *Calgary Transportation Plan* for placemaking through Complete Streets;
- the land use typology of the *Banff Trail Area Redevelopment Plan* for Medium Density – Mid-Rise (five to six storeys) development, as amended;
- the guidelines of the *Transit Oriented Development Policy Guidelines* as well as the *Location Criteria for Multi-Residential Infill*;
- the goals and objectives of the Banff Trail Area Improvements Project; and
- the context of the subject site on a collector road in close proximity to a major activity centre.

The proposed MU-1f3.9h23 District is designed to respond to the local context by establishing maximum building heights and provide for a variety of commercial uses which are regulated through the *Banff Trail Area Redevelopment Plan*, as amended.

ATTACHMENTS

1. Proposed Amendment to the Banff Trail Area Redevelopment Plan
2. Applicant Submission
3. 24 Avenue NW Applications Map
4. Banff Trail LRT Station Walkshed Analysis
5. City Wide Urban Design Review Comments
6. Development Permit (DP2019-3660) Summary
7. 24 Avenue NW Proposed Road Improvements
8. Applicant's Community Outreach Report
9. Banff Trail Community Association Comments