

**POLICY AMENDMENT AND LAND USE AMENDMENT
BANFF TRAIL (WARD 7)
NORTHEAST OF CROWCHILD TRAIL NW AND 16 AVENUE NW
BYLAWS 42P2017 AND 266D2017**

MAP 29C

EXECUTIVE SUMMARY

This application proposes a DC Direct Control District to accommodate a range of commercial and residential uses in a mixed-use development format. The proposed DC District would align the land use on the site with the vision of the Banff Trail Station Area Redevelopment Plan (ARP) and allow for the additional density, building height, and density bonus provisions outlined in the ARP. In addition, setback requirements in the proposed DC protect for a future road right-of-way along the parcel's north and east property lines as envisioned in the ARP.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION

2017 June 15

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendment and Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 42P2017 and 266D2017; and

1. **ADOPT** the proposed amendments to the Banff Trail Station Area Redevelopment Plan, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 42P2017.
3. **ADOPT** the proposed redesignation of 0.65 hectares \pm (1.6 acres \pm) located at 2416 – 16 Avenue NW (Plan 2229GK, Block 4) from DC Direct Control District **to** DC Direct Control District to accommodate mixed-use development, in accordance with Administration's recommendation; and
4. Give three readings to the proposed Bylaw 266D2017.

REASON(S) FOR RECOMMENDATION:

The proposal is in keeping with the applicable policies of the Municipal Development Plan and the Banff Trail Station ARP. In addition to providing for additional density and building height, the proposed DC District includes density bonus provisions and setback requirements that will allow for redevelopment of this site as a transit-oriented development as envisioned in the ARP.

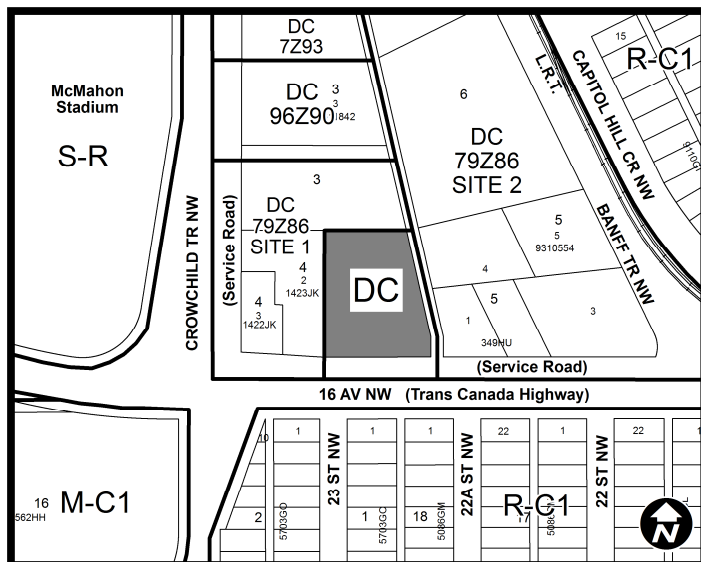
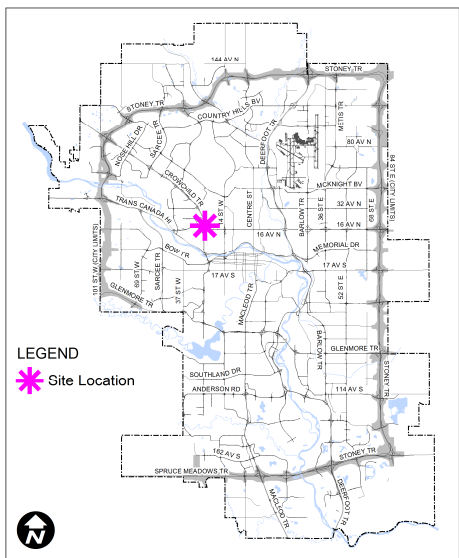
ATTACHMENT

1. Proposed Bylaw 42P2017
2. Proposed Bylaw 266D2017
3. Public Submissions

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LOCATION MAPS



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

- | | |
|----|---|
| 1. | Recommend that Council ADOPT , by bylaw, the proposed amendments to the Banff Trail Station Area Redevelopment Plan (APPENDIX II). |
| | Moved by: C. Friesen
Absent: R. Wright |
| | Carried: 6 – 0 |
| 2. | Recommend that Council ADOPT , by bylaw, the proposed redesignation of 0.65 hectares ± (1.6 acres ±) located at 2416 – 16 Avenue NW (Plan 2229GK, Block 4) from DC Direct Control District to DC Direct Control District to accommodate mixed-use development with guidelines (APPENDIX III). |
| | Moved by: C. Friesen
Absent: R. Wright |
| | Carried: 6 – 0 |

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Applicant:

B&A Planning Group

Landowner:

Royal Wayne Motor Inn Ltd

PLANNING EVALUATION

SITE CONTEXT

The subject site is located on 16 Avenue NW, northeast of Crowchild Trail NW in the community of Banff Trail in the area known as Motel Village. The site is currently developed with a two-storey motel and a stand-alone licensed restaurant.

Surrounding development consists of two restaurants, a motel and a hotel located to the east across the lane, single detached residential development in the community of Briar Hill to the south across the adjacent service road and 16 Avenue NW, a motel and restaurant to the west, and a hotel to the north. The parking structure for the hotel to the north is built to the shared property line with no setback.

On 2017 March 13, Council approved a land use redesignation application (LOC2013-0067) for the site located across the lane to the east to a DC Direct Control District. The approved DC for that site allows for additional building height and density in line with the policies and vision of the ARP.

The following table summarizes population trends in the community of Banff Trail.

Banff Trail	
Peak Population Year	1968
Peak Population	4,883
2016 Current Population	4,189
Difference in Population (Number)	-694
Difference in Population (Percent)	-14%

LAND USE DISTRICTS

The site is currently designated DC District and this application proposes a new DC District based on the Commercial – Corridor 1 (C-COR1) District. Compared to the existing district, the proposed DC District increases density from a maximum of 3.0 to between 4.0 to 6.0 floor area ratio (FAR) subject to bonus provisions. In addition, the DC District increases maximum building height from the current maximum of 30 metres to 90 metres in line with the built-form policies of the Banff Trail Station Area Redevelopment Plan (ARP).

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The proposed DC District is required to implement the density bonus provisions of the ARP. In addition to the standard density bonus provisions outlined in the ARP, the proposed DC also includes a bonus option that would allow for voluntary land dedication to advance the conceptual mobility network envisioned in the ARP. The additional allowable bonus floor area would be calculated based on the amount of land voluntarily dedicated multiplied by the maximum base FAR allowed under the ARP of 4.0.

The proposed DC District is a significant update to the existing land use for this site and aligns with and enables the implementation of the ARP's vision. The proposed DC District is included in APPENDIX III.

Administration is currently reviewing an associated Development Permit application (DP2016-4219) for the site which proposes a mixed-use development with 328 multi-residential units, ± 3,000 square metres of medical office, and a ± 650 square metres licensed restaurant. This application will be brought forward to Calgary Planning Commission for decision at a later date.

LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the South Saskatchewan Regional Plan (SSRP).

Municipal Development Plan (MDP) – Approved by Council, 2009

The site is located within a Major Activity Centre as identified on Map 1 of the MDP. Major Activity Centres (MACs) are intended to provide for the highest concentration of jobs and population outside of the Centre City area. MACs should achieve a minimum intensity threshold of 200 jobs and population per gross developable hectare. In addition, the design and character of MACs must create a high-quality, pedestrian-oriented street environment. The application aligns with MDP policies.

Banff Trail Station Area Redevelopment Plan (ARP) – Approved by Council, 2011

The Banff Trail Station ARP is the statutory plan for this area. ARP policies are intended to facilitate and guide the redevelopment of the Banff Trail station area, also known as Motel Village, into a high-density, pedestrian-friendly, urban transit node. Specifically, the ARP outlines policies that govern uses and built-form in the station area including maximum building heights, density, floor plate size and other urban design considerations. This plan allows for a maximum building height of 32 metres along the southern portion of the parcel and 90 metres on the northern portion. The site is located in the Zone E density area which provides for a maximum density of 4.0 FAR without bonusing and a maximum of 6.0 FAR where bonus provisions are included. The proposed height and density in the DC District are in keeping with ARP policy.

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Review of the associated Development Permit identified challenges with achieving the existing floor plate area policies of the ARP. The ARP specifies a maximum floor plate size of 750 square metres for any portions of a building above 32 metres in height. As it is currently written, the existing policy does not allow for any relaxation of this floor plate size requirement as is allowed in other areas such as Westbrook Station and the Beltline. As a result, this application proposes amending the ARP to maintain the maximum floor plate size to 750 square metres but allow for relaxations where certain criteria are met (APPENDIX II).

TRANSPORTATION NETWORKS

The subject lands are generally bounded by 16 Avenue NW to the south, adjacent hotel and restaurants to the west and north, and by a lane to the east. The site is located in close proximity (about 400 metre walking distance) to the Banff Trail LRT station and is well served by transit with bus routes 19, 40, and 91 serving the area. The future North Crosstown BRT stop along 16 Avenue NW is also in close proximity to the proposed development.

The site is also located close to Crowchild Trail NW which is the focus of the Crowchild Trail Study. This study has identified short-, medium-, and long-term changes and upgrades to this transportation corridor. Short-term recommendations include the addition of a new westbound to northbound ramp, connecting westbound 16 Avenue NW to northbound Crowchild Trail NW. The new ramp is anticipated to be constructed and open to traffic within a 3 – 5 year horizon. The existing service road along the south property line of the subject parcel is expected to remain in-place, providing access to adjacent development.

In the medium-term (beyond 10+ years), this service road is expected to be removed to accommodate widening of 16 Avenue NW to six-lanes, and facilitate a new, all-movement interchange along Crowchild Trail at 16 Avenue NW. The remaining road right-of-way will be converted into a regional east-west pathway, connecting to destinations along 16 Avenue NW, and to a new north-south pathway system developed as part of the Crowchild Trail NW medium-term plan.

A Transportation Impact Assessment (TIA) was submitted in support of the proposed application and is being reviewed with the Development Permit application (DP2016-4219).

The Banff Trail Station ARP envisions a new mobility network to improve access to parcels and multi-modal mobility within and through this area. Specific elements of this new network as it relates to the subject site include:

- A new complete street to replace the existing lane to the east of the subject parcel. This street will provide primary access to the proposed development. The signalized intersection at 16 Avenue NW will remain;
- A new road right-of-way located along the northern edge of the property to provide east-west connection through this area. The new road cross-section is consistent with the approved development to the east of the north-south lane; and

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- Staged closure of the existing service road access road along the south boundary of the subject lands. The service lane closure will be staged with future redevelopment of lands within the ARP boundaries, accommodating a future regional pathway and widening of 16 Avenue NW.

The conceptual mobility network requires the creation of new streets where there is currently no right-of-way. Through this application and the associated Development Permit application (DP2016-4219), Administration worked with the Applicant to identify the land requirements along the east and north property lines needed to achieve this new mobility network.

Administration worked with the Applicant to develop a modified cross section for the north-south street to be located where the existing lane is currently. This roadway will be developed in stages until such time as adjacent redevelopment occurs. This cross section requires an approximately 5.4 metre strip of land along the subject site's east property line and would ultimately provide for a two lane street, treed boulevards on both sides of the street with a 3.0 multi-use pathway that would accommodate pedestrians and cyclists on the west side adjacent to the subject site. This would be accommodated within a 19.3 metre right-of-way.

Given the site context and existing parking structure along the north property line, a modified cross section will provide for the east-west connection. The proposed cross section would create a new 2.0 sidewalk, a boulevard that would also include street trees and provide alignments for shallow utilities as necessary. This would be accommodated within a 14 metre right-of-way, consistent with the right-of-way and street cross-section approved with development to the east.

The proposed DC District protects for future right-of-way requirements through setback provisions on the north and east property lines, as right-of-way for the new streets as envisioned in the ARP does not exist. This includes a 14.0 metre setback from the north property line and a 5.4 metre setback on the east property line.

UTILITIES & SERVICING

Site is serviceable. Water and Sanitary Sewer main upgrades are under review by Water Resources and will be done at the Development Permit Stage.

ENVIRONMENTAL ISSUES

A Phase 1 Environmental Site Assessment was submitted and reviewed by Administration. No issues were identified.

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ENVIRONMENTAL SUSTAINABILITY

An analysis of sustainability measures to be incorporated into the development will occur at the development permit stage.

GROWTH MANAGEMENT

The 2013 Framework for Growth and Change Report ranked the Banff Trail Station ARP ninth out of fifteen in a comparative evaluation of prioritized growth areas (MDP alignment score of 2.96 out of 5). While the capacity of existing infrastructure was identified as the principal constraint to growth in this area, the area is already well served by the primary transit network.

PUBLIC ENGAGEMENT

Community Association Comments

The application was circulated to the Banff Trail Community Association and the Hounsfield Heights / Briar Hill Community Association and their letters are included in APPENDIX IV and V.

Citizen Comments

Administration received 97 letters for the application and the associated development permit application. The majority of these letters were form letters that were distributed by a group of concerned residents (96 letters came from residents of Briar Hill while one came from an adjacent land owner who had concerns regarding construction noise and impact on hospitality guests). The form letter is included in APPENDIX V and identified the following concerns:

- Lack of consultation by the Applicant;
- Lack of notice by The City;
- Lack of information to become informed and understand the application;
- Lack of time to prepare meaningful input about the application;
- Concern over allowable building height of 90 metres;
- Increased parking on Briar Hill residential streets;
- Increased use of community parks, recreation equipment, library, etc.;
- Increased traffic into Briar Hill from eastbound 16 Avenue NW along 20 Street NW;
- Increased public nuisance including graffiti, noise, loitering, etc.;
- Increased public safety including property damage, property theft, etc.;
- Impacts to or loss of community businesses resulting from lack of parking;
- Undesired discretionary uses on the property;

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- Balance of multi-residential units for student housing, low-income housing, market rent housing, and owner occupied housing;
- Type and amount of public landscaping; and
- Availability and amount of open, public space.

Of the 97 letters received, 75 opposed the land use redesignation and 88 opposed the associated development permit application. Twenty-one (21) letters supported the land use redesignation and 7 supported the development permit. Two letters were undecided on either the land use redesignation and/or the development permit.

In response to initial letters received in late 2017 April and concerns regarding timelines for submitting comments, Administration postponed the land use redesignation application twice to allow additional time for residents to become informed, understand the application as well as the applicable planning policy for the area and provide comments.

Public Meetings

On 2017 May 16 the Applicant, Developer, and City staff attended a meeting with the Briar Hill / Hounsfield Heights and Banff Trail Community Associations to discuss both the land use redesignation and development permit applications. The Applicant and Developer presented the two community associations with information and plans of their proposal and answered questions. City staff provided information regarding the application review, applicable planning policies, and opportunities for community input into the proposals. The meeting was attended by approximately 12-15 community members.

On 2017 May 11 and 30, held two North Hill Community Visioning Sessions. While the sessions focused primarily on the issues, opportunities and outcomes for growth and development on and around the North Hill Mall Site, many of the participants had questions and concerns regarding the proposed development at Motel Village. The File Manager attended these sessions and discussed the proposed development with members of the Hounsfield Heights / Briar Hill Community Association as well as local area residents.

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APPENDIX I

APPLICANT'S SUBMISSION

Campus Suites Inc. on behalf of Royal Wayne Motor Inn Ltd. has requested B & A Planning Group to prepare a land use redesignation for 2416 16th Avenue NW. The property is legally described as a portion of Block 4 Plan 2229GK and is located in the northwest Calgary community of Banff Trail. At present the +/- 0.65 ha (+/- 1.65ac.) site accommodates an existing motel (Royal Wayne Motor Inn) and restaurant (Boston Pizza) and associated surface parking. The existing designation of the site is Direct Control District (Bylaw 79Z86).

Our land use amendment application proposes the redesignation of the site to a mixed use Direct Control District based on the Commercial Corridor 1 District. This redesignation will allow for the redevelopment of the site to accommodate a student oriented residential tower (approximating 30 storeys), at grade retail/restaurant and a 4 storey medical office.

The site is located a short walk from the Banff Trail LRT Station and strategically located between the University of Calgary, SAIT Polytechnic and the Alberta College of Art and Design and the Foothills Medical Centre. The site is contained within the Banff Trail Station Area Redevelopment Plan which accommodates a maximum height varying from 90m to 32m along the 16th Avenue frontage and a maximum FAR of 4 to 6 (with bonus).

The existing land use designation accommodates a mix of uses; however, fails to accommodate the height and density anticipated by the Banff Trail Station Area Redevelopment Plan. As such, in order to accommodate transit oriented development at the scale anticipated for the site a redesignation is required.

Our application complies with the policy provisions of the Banff Trails Station Area Redevelopment Plan and seeks to realize the vision of this TOD plan. A development permit is anticipated to be submitted to be concurrently processed with the land use application.

We look forward to support of our application from Calgary Planning Commission and Council.

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APPENDIX II

**PROPOSED AMENDMENTS TO THE
BANFF TRAIL STATION AREA REDEVELOPMENT PLAN**

- (a) Delete section 3.4.2.17 in its entirety and replace with the following:

“3.4.2.17

In order to reduce the massing impacts of high rise buildings, the maximum floorplate size for any portion of a building above 32 metres should be:

- 750.0 square metres for residential uses;
- 1200.0 square metres for hotel uses; and
- 2200.0 square metres for commercial uses where the maximum horizontal dimension is 47.0 metres

The Development Authority may consider relaxing the floorplate size restriction of any portion a building above 32 metres. When evaluating such requests, the Development Authority shall comprehensively consider:

- i. shadow casting impacts on the public realm and the need to provide adequate light penetration to adjacent buildings;
- ii. the ability to achieve appropriate tower separation from existing or future development on adjacent sites;
- iii. the ability to use building orientation, shape and massing to mitigate any negative impacts; and
- iv. the cumulative building mass impact given the potential “build out” of the block.”

- (b) Delete sections 3.4.2.18 and 3.4.2.19 in their entirety and renumber the subsequent sections accordingly.

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APPENDIX III

PROPOSED DIRECT CONTROL GUIDELINES

Purpose

- 1 This Direct Control District is intended to:
- (a) accommodate a pedestrian oriented mixed-use **development** in compliance with the policies of the local area redevelopment plan;
 - (b) implement the provisions of the **density** bonus system in the applicable local area redevelopment plan as provided for in Schedule C attached to this Direct Control District; and
 - (c) allow for **density** bonus where land is voluntarily dedicated to the **City** to achieve the conceptual mobility network of the local area redevelopment plan as provided for in Schedule C attached to this District Control District.

Compliance with Bylaw 1P2007

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District.

Reference to Bylaw 1P2007

- 3 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

Permitted Uses

- 4 The **permitted uses** of the Commercial Corridor 1 (C-COR1) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 5 The **discretionary uses** of the Commercial Corridor 1 (C-COR1) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District with the addition of:
- (a) **Restaurant: Licensed – Large.**

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Commercial Corridor 1 (C-COR1) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

- 7 (1) The minimum **floor area ratio** is 1.5.

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- (2) The maximum **floor area ratio** is 4.0.
- (3) The maximum **floor area ratio** referenced in subsection (2) may be increased in accordance with the bonus provisions set out in Schedule C of this Direct Control District to a maximum of 6.0.
- (4) Unless otherwise specified, a public amenity item for which additional **gross floor area** has been achieved must be maintained on the **parcel** for so long as the **development** exists.
- (5) The **Development Authority** must determine whether a proposed amenity item is appropriate for the **development**.

Building Height

- 8
- (1) The minimum **building height** is 12.0 metres.
 - (2) The maximum **building height** is 90.0 metres.

Building Orientation

- 9
- (1) The main **public entrance** to each **building** must face the **property line** shared with a **street**.
 - (2) **Motor vehicle parking stalls** and **loading stalls** must not be located between a **building** and a **street**.

Building Façade

- 10
- The length of the **building** façade that faces the east **property line** must be a minimum of 80.0 per cent of the length of that **property line**.

Use Area

- 11
- (1) Unless otherwise referenced in subsection (3) or (4), the maximum **use area** for **uses** on the ground floor of **buildings** is 930.0 square metres.
 - (2) Unless otherwise referenced in subsection (3) or (4), there is no maximum **use area** requirement for **uses** located on upper floors of **buildings**.
 - (3) The maximum **use area** of a:
 - (a) **Catering Service – Minor**, or a **Catering Service – Minor** combined with any other **use**, is 300.0 square metres;
 - (b) **Cinema**, or a **Cinema** combined with any other **use**, is 550.0 square metres; and

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- (c) **Supermarket**, or a **Supermarket** combined with any other **use**, is 2500.0 square metres.
- (4) The following **uses** do not have a **use area** restriction:
 - (a) **Addiction Treatment;**
 - (b) **Assisted Living;**
 - (c) **Custodial Care;**
 - (d) **Hotel;** and
 - (e) **Residential Care.**

Location of Uses within Buildings

12 (1) The following **uses** must not be located on the ground floor of **buildings**:

- (a) **Assisted Living;**
 - (b) **Catering Service – Minor;**
 - (c) **Child Care Service;**
 - (d) **Counselling Service;**
 - (e) **Dwelling Unit;**
 - (f) **Health Services Laboratory – With Clients;**
 - (g) **Instructional Facility;**
 - (h) **Live Work Unit;**
 - (i) **Medical Clinic;**
 - (j) **Office;**
 - (k) **Place of Worship – Small;**
 - (l) **Post-secondary Learning Institution;**
 - (m) **Residential Care;**
 - (n) **Social Organization;** and
 - (o) **Veterinary Clinic.**
- (2) “Commercial Uses” and **Live Work Units**:
- (a) may be located on the same floor as **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units** and **Residential Care**; and
 - (b) must not share an internal hallway with **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units** and **Residential Care**.
- (3) Where this section refers to “Commercial Uses”, it refers to the **permitted uses** and **discretionary uses** of this Direct Control District, other than **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units** and **Residential Care**.

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Front Setback Area

- 13 There is no minimum requirement for a **front setback area**, but where a **front setback area** is provided, it must have a maximum depth of 4.0 metres.

Rear Setback Area

- 14 Where the **parcel** shares a **rear property line** with:
- (a) a **parcel** designated as a **commercial district**, the **rear setback area** must have a minimum depth of 14.0 metres;
 - (b) a **parcel** designated as a **commercial district**, the **rear setback area** must have a maximum depth of 18.0 metres; and
 - (c) a **street**, the **rear setback area** must have a maximum depth of 4.0 metres.

Side Setback Area

- 15 (1) Unless otherwise referenced in subsection (2), where the **parcel** shares a **side property line** with:
- (a) a **parcel** designated as a **commercial district**, there is no requirement for a **side setback area**;
 - (b) a **lane**, the **side setback area** must have a minimum depth of 5.4 metres;
 - (c) a **lane**, the **side setback area** must have a maximum depth of 8.4 metres; and
 - (d) a **street**, the **side setback area** must have a maximum depth of 3.0 metres.
- (2) Where publically accessible private open space is provided in accordance with the bonus provisions contained in Schedule C of this Direct Control District, there is no requirement for a **side setback area**.

Parking Requirements

- 16 The **Development Authority** may relax the required **motor vehicle parking stalls** and **visitor parking stalls** for a **development** where a parking study submitted as part of a **development permit** application demonstrates that the **motor vehicle parking stall** requirement or **visitor parking stall** requirement should vary from the requirements of this Direct Control District, provided the test for relaxation in accordance with Sections 31 and 36 of Bylaw 1P2007 is met.

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Relaxation

- 17 The ***Development Authority*** may relax the rules contained in sections 10, 11, 12, 13, 14 and 15 in this Direct Control District provided the test for relaxation in accordance with Sections 31 and 36 of Bylaw 1P2007 is met.

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Schedule C

Density Bonus Provisions

1.0 Introduction

A **density** bonus may be earned by providing one or more bonus items below in exchange for a defined amount of additional **density**. Any combination of items can be used to earn additional **density**, subject to the discretion of the **Development Authority** and the local context of the proposed **development** at the time of **development permit** application.

List of Bonus Items:

1. Recreational or Cultural Space;
2. Publicly Accessible Private Open Space;
3. Affordable Housing Units;
4. Contribution to a Community Enhancement Fund (CEF); or
5. Voluntary Dedication of Road Right-of-Way.

2.0 Approach

Development sites can be developed up to a maximum **floor area ratio** of 4.0 without providing any bonus items. In order to develop above the maximum **density** and up to a maximum **floor area ratio** of 6.0, **developments** may provide one or more bonus items in exchange for a defined amount of additional **density**.

Any combination of bonus items can be used to earn additional **density**, subject to the discretion of the **Development Authority** and the local context of the lands contained within this Direct Control District.

Average land value is approved by **Council**, reviewed annually and can be changed to represent market conditions. Expert analysis may also be used to determine current market value if **Council** has not adopted and approved a value.

3.0 Eligible Bonus for Provision of Recreational or Cultural Space

3.1 Description

Recreational or Cultural Space is defined as floor area made available within the proposed **development**, for **City** not for-profit community purposes including but not limited to: offices, meeting rooms, assembly spaces, recreation facilities, educational facilities, cultural facilities and other social activities.

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3.2 Rationale:

With an increasing population, new facilities and new ways of delivering such facilities need to be provided in order to create the necessary social infrastructure to foster the development of a strong community. Having such community uses within private projects can also be an advantage to the developer if the project is paired with a complementary use or group that fits the overall project objectives, for example, providing space for seniors programming in an adult oriented **building**.

3.3 Eligibility

Projects must provide physical space of a location, size and configuration that is acceptable to the **City** and the proposed user group when the proposed user group is not directly affiliated with the **City**. The space must be secured for the **City** in perpetuity through ownership or other acceptable means. The **City** will then contract the space to specific user groups. Developers are encouraged to develop their own relationships with possible users or consult with the **City** on potential users for Recreational or Cultural Space within their project.

3.4 Bonus Rate

The allowable bonus floor area will be based on the construction cost of the raw floor space and, where provided, any improvements to the space required by the proposed user. It does not include operating costs. Cost estimates shall be prepared by a Professional Quantity Surveyor.

For example, if the cost to the developer to provide the space is \$500,000 and the average land value per square metre of buildable floor area for the area is \$215, then the amount of the bonus floor area will be calculated as follows:

Total construction cost / (average land value x 75%) = Allowable Bonus Floor Area

\$500,000 / (\$215 x 75%) = 3,100 square metres

Note: The average land value is discounted at a rate of 25% to account for transactional costs associated with the provision and negotiation of the bonus.

4.0 Eligible Bonus for Provision of Publicly Accessible Private Open Space

4.1 Description

Publicly accessible private open space is defined as a portion of a private development site that is made available to the public through a legal agreement acceptable to the **City** that is in a location, form and configuration and is constructed in a way that is acceptable to the **City**.

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4.2 Rationale

Actual acquisition of park and open space by the **City** should not be relied on to build the entire open space network over time. Opportunities often exist to utilize private lands for public purposes that can benefit both the private **development** and the public. Such arrangements can help mitigate **density** impacts on both an individual site or the cumulative impact of **density** in a broader area.

4.3 Eligibility

Any **development** that can provide a publicly accessible private space that is in a location, form and configuration that is acceptable to the **City** is eligible for this bonus.

4.4 Bonus Rate

The bonus is based on the cost of construction (excluding land costs) of the proposed space to be accessible by the public. Cost estimates shall be prepared by a Registered Landscape Architect or Professional Quantity Surveyor.

For example, if the cost to the developer to construct the space is \$500,000 and the average land value per square metre of buildable floor area for the area is \$215 then the amount of the bonus floor area will be calculated as follows:

Total construction cost / (average land value x 75%) = Allowable Bonus Floor Area

\$500,000 / (\$215 x 75%) = 3,100 square metres

Note: The average land value is discounted at a rate of 25% to account for transactional costs associated with the provision and negotiation of the bonus.

5.0 Eligible Bonus for Provision of Affordable Housing Units

5.1 Description

Affordable housing **units**, as per **Council's** approved definition, are owned and operated by The **City** or any bona fide non-market housing provider recognized by the **City**, provided within the proposed **development**.

5.2 Rationale

As allowable densities increase, so does the likelihood that smaller, affordable rental apartment **buildings** will be redeveloped to higher **density uses**. Providing for some affordable housing units within new **developments** will help increase the supply of existing affordable housing in the **City**.

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5.3 Eligibility

Any new **development** that can provide affordable housing **units** for a minimum of twenty years, within a proposed **development** in a number, operating plan, location and of a design acceptable to the **City** or other bona fide non-market housing provider recognized by the **City**, is eligible for this bonus.

5.4 Bonus Rate

The allowable bonus floor area will be based on the total construction of the **units** to a standard acceptable to the **City**. Cost estimates shall be prepared by a Professional Quantity Surveyor.

For example, if the cost to the developer to provide the **units** and associated **motor vehicle parking stalls** is \$500,000 and the of average land value per square metre of buildable floor area for the area is \$215, then the amount of the bonus floor will be calculated as follows:

Total construction cost / (average land value x 75%) = Allowable Bonus Floor Area

\$500,000 / (\$ 215 x 75%) = 3,100 square metres

Note: The average land value is discounted at a rate of 25% to account for transactional costs associated with the provision and negotiation of the bonus. Further, the provided affordable housing units and associated parking stalls shall not be included in the calculation of gross floor area.

6.0 Eligible Bonus for Contribution to a Community Enhancement Fund (CEF)

6.1 Description

A developer may obtain bonus **density** by contributing funds at the bonus rate set forth in Section 6.4 of this Schedule. Any such funds paid by the developer will fund a CEF, which may used within the vicinity of the Banff Trail LRT Station area to fund endeavours including but not limited to: park acquisition, park design, redevelopment or enhancement, streetscape design and improvements within City rights-of-way, implementation of urban design strategies and public art on public land.

6.2 Rationale

As **development** intensity increases, there is an increased demand for public parks and open spaces, sidewalks, lanes and roads. In order to provide future residents with a quality public environment, new park space should be provided.

6.3 Eligibility

Any **development** proposing to build above a **floor area ratio** of 4.0 is eligible to make a contribution to the CEF. The contribution may be one component of a larger package of bonus items.

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6.4 Bonus Rate

The amount of the contribution will be calculated at the time of the **development permit** approval based on the average market land value per square meter of buildable floor area as established by the **City**.

For example, if the average market land value per square meter of buildable floor area for the area is \$215, and the developer is proposing to build 1,000m² of floor area, then the amount of the contribution will be calculated as follows:

Average market land value x Proposed amount of bonused floor area =
Contribution

\$215 x 1,000 square metres = \$215,000

Note: This contribution amount is intended to represent what a developer would, on average, have to pay for the additional land.

7.0 Eligible Bonus for Voluntary Dedication of Road Right-of-Way

7.1 Description

A developer may obtain bonus **density** by voluntarily dedicating road right-of-way that advances the conceptual mobility network envisioned in the local area redevelopment plan.

7.2 Rationale

As the Motel Village area transitions to higher intensity **development** and the service road along 16 Avenue NW is closed, a new mobility network is required to provide access to **parcels** and improve multi-modal mobility within, and through, this area.

7.3 Eligibility

Any **development** that is located adjacent to an area identified for the new mobility network in the local area redevelopment plan. A **parcel** provided as voluntary road right-of-way must be transferred to the **City** prior to the release of any **development permit** application.

7.4 Bonus Rate

The allowable bonus floor area will be calculated based on the area of land voluntarily provided as road right-of-way to the **City** multiplied by the maximum base **floor area ratio** identified in the local area redevelopment plan.

For example, if a **development** provides 1,000 square metres of land as voluntary road right-of-way dedication to the **City**, and the maximum base **floor area ratio** is 4.0, then the allowable bonus floor area would be calculated as follows:

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Area of voluntary road right-of-way dedication x maximum base ***floor area ratio*** =
Allowable Bonus Floor Area

1,000 square metres x 4.0 = 4,000 square metres

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APPENDIX IV

BANFF TRAIL COMMUNITY ASSOCIATION COMMENTS

From: **Development Kathryn Davies** <development@banfftrailcommunity.ca>
Date: Mon, Jun 5, 2017 at 11:41 AM
Subject: Fwd: FW: DP2016-4219
To: "Gonzalez, Troy C." <Troy.Gonzalez@calgary.ca>

Troy,

Regarding the proposed development at Motel Village, the Banff Trail Community Association offers the following comments:

The BTCA planning and development committee supports the application – the motel village area is in dire need of development and this project represents a significant step toward renewal of the area.

We are particularly keen to see improvements in the (currently non-existent) pedestrian and cycling infrastructure in the corridor along 16th avenue to which this project will contribute.

The project is in line with the guidelines of the Banff Trail Station ARP – the developer and his architects / planners have clearly taken great care in the design to understand the location and the mandate of the ARP.

We appreciate that the developer has engaged proactively with the community – we have researched his past projects and his business model and are confident that it is suitable for the location.

While the parking relaxation seems high at first glance, we support the goal of the ARP to encourage non-vehicular modes of transportation. We do not want to see increased vehicle traffic in our neighbourhood because of this project, and hope that by restricting parking on site building residents, visitors and those using the commercial / medical amenities will be encouraged to access the building by non-vehicular means.

In the event that the parking relaxation does create spillover parking, we will need to work with the city of Calgary to ensure that suitable parking restrictions are in place if needed, and in particular that these restrictions are enforced.

We echo many of the comments provided by Councillor Farrell's office.
Please let me know if you need further information.
Many thanks,
Kathryn

T. Gonzalez

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APPENDIX V

**HOUNSFIELD HEIGHTS / BRIAR HILL
COMMUNITY ASSOCIATION COMMENTS**

Comments from HH/BH Land Use committee on the matter of Land Use Amendment - LOC2016-0197

On April 3rd, 2017 the Hounsfeld Heights /Briar Hill (HH/BH) Community Association (CA) was notified that a redevelopment project in Banff Trail's Motel Village was underway. A week later, on April 10th, we received a set of plans for the project namely: Land Use Amendment - LOC2016-0197 and a Development Permit - DP2016-4219.

The Banff Trail Community Association has had these same plans for at least 6 months giving them adequate time to study the project, assess the impacts, and inform their community. This puts the HH/BH CA at a severe disadvantage as it scrambles to catch up on making its own assessment of the project and informing its community residents.

The community of HH/BH is not opposed to the redevelopment of Motel Village. However the residents who live closest to this redevelopment reside in HH/BH but they have not been informed, consulted or given any consideration regarding this project. Neither the city nor the Banff Trail Station ARP acknowledges their proximity to Motel Village. According to the map in the Banff Trail Station ARP (pg.11, Fig 6) there is a portion of HH/BH that falls within the 600 meter boundary radiating from the Banff Trail LRT Station. The proposed redevelopment is at the south end of this radius making this portion of HH/BH, and the homes within it, the closest to this proposed massive redevelopment and they are the ones that will be impacted the most.

The proximity of these people to this redevelopment entitles them to a stakeholder status, which has not been acknowledged. For instance the Maximum Building Heights illustration in the Banff Trail Station ARP (pg. 51, fig. 22) shows a nice gradation of building heights on the east perimeter of the site. Plus there is a railway track and green space separating Motel Village from the rest of Banff Trail. This serves to protect the community's privacy and lessens the visual impact of the 90 metre building being proposed. However there is no height gradation on the south boundary of the area's redevelopment area to protect the privacy and views of HH/BH home owners who live close to the project on the south side of 16th Ave. Bungalows situated close to the south wall along 16th avenue will be subjected to an imposing 32 storey building a few hundred meters away. The wall will not shield their view nor protect them from the additional noise of construction and increased traffic volume.

There are a number of concerns raised by these residents concerning the merits of the development, which are addressed in a separate letter. With regards to the Land use designation, the HH/BH community residents have concerns relating to how this project fits into the vision of the future community described in the Banff Trail SARP.

The residential tower will be primarily housing students, a population type that tends to be transient in nature and will not be invested in the Banff Trail community. The retail businesses that move in will cater primarily to them and not to the surrounding communities. The new restaurants that move into the commercial spaces will cater primarily to the students in the tower and to the employees of the professional and other commercial employees. It will mean more fast food restaurants, liquor stores and low-cost chain restaurants. There would be little to attract residents of surrounding communities. Instead

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of helping to connect Motel Village to the rest of Banff Trail it will do the opposite by intensifying the differences and increasing the separation.

Pathways around the site seem to be minimum standard 4 feet wide, not the wide pedestrian boulevard described in the Banff Trail Station ARP. Because of the minimum setbacks, the walkway/multi-use pathway along the south side of the building proposes city owned land, which is presently part of the 16th Avenue right of way. Given that the city is proposing the expansion of this portion of the 16th Avenue corridor from 4 to 6 lanes, it is important to understand if this proposed use aligns with the city's plans for 16th Avenue. As proposed the sidewalks will not enhance east - west pedestrian and bike traffic.

Also missing from the plans are the trees, accommodation for private spaces and walkways that are described in the Banff Trail Station ARP. These deviations from the Banff Trail Station ARP makes it difficult to see how this Land Use Designation will contribute to the pedestrian friendly, mixed-use, welcoming, vibrant street-life community that is envisioned by the Area Plan.

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APPENDIX VI

FORM LETTER FROM HOUNSFIELD HEIGHTS / BRIAR HILL RESIDENTS

2017 _____

The City of Calgary
Planning and Development – Community Planning
Attention: Troy Gonzales, #LOC2016-0197 File Manager
P.O. Box 2100, Stn. M
Calgary AB T2P 2M5
Email: Troy.Gonzalez@calgary.ca
Fax: 403-268-3636

Re: LOC2016-0197 - Application for Land Use Redesignation
from Direct Control (DC) to Direct Control / Commercial - Corridor 2 District (C-COR2)
for property located at 2416 16 Avenue NW in the Banff Trail Community,
Calgary, Alberta, Canada

Mr. Gonzales,

My name is _____ and I live at _____.

It was only in the past couple of weeks that I heard from my neighbours that there is an application to change the land use designation at 2416 16 Avenue NW in in 'motel village' which is less than 500m from my quiet single-family residential community of Hounsfeld Heights / Briar Hill.

I am distressed that I know very little about this proposed redesignation from The City of Calgary, the Applicant, the Developer, and/or the owner especially as I understand there is an impending Development Permit (DP2016-4219) that proposes a 30 storey mixed used development with 328 multi-residential units, medical offices, restaurants and other commercial ventures and a limit of 150 on-site parking stalls.

I am _____ I am _____
I am not _____ I am not _____
opposed to this land use redesignation. opposed to this Development Permit
and I want to understand more about the redesignation and allowances for a Development Permit that may affect my property and this community.

From what I presently know, I have several concerns about these applications including but not limited to the following:

- ☐ Lack of Consultation by Applicant (Brown and Associates)
- ☐ Lack of Notice by The City of Calgary
- ☐ Lack of information to become informed and understand the Application

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- ☐ Lack of time to prepare meaningful input about the Application
 - ☐ 30 Storey / 90m mixed-use development in proximity to my community and property.
 - ☐ Impacts of multi-residential population density to my community and property including:
 - ☐ Increased parking on Briar Hill residential streets
 - ☐ Increased use of community parks, recreation equipment, library, etc.
 - ☐ Increased traffic into Briar Hill from eastbound 16th Ave along 20th Street
 - ☐ Increased public nuisance including graffiti, noise, loitering, etc.
 - ☐ Increased public safety including property damage, property theft, etc.
 - ☐ Impact to or loss of community businesses resulting from lack of parking.
 - ☐ Undesired discretionary uses on the property
 - ☐ Balance of multi-residential units for student housing, low-income housing, market rent housing, and owner occupied housing
 - ☐ Type and amount of public landscaping
 - ☐ Availability and amount of open, public space
 - ☐ Other considerations including: _____
-

Consequently, I am requesting that The City of Calgary delay presentation of LOC2016-0197 to the Calgary Planning Commission until steps are taken to allow me and members of my community to learn more about this proposed land use redesignation and to engage in a meaningful way. In particular, I would participate in a community engagement session with the Applicant, Developer and The City.

Sincerely,