

**LAND USE AMENDMENT
BANFF TRAIL (WARD 7)
19 STREET NW AND 24 AVENUE NW
BYLAW 181D2017**

MAP 29C

EXECUTIVE SUMMARY

This is a land use amendment application in the community of Banff Trail. The site is located at 2013 - 24 Avenue NW. The application seeks to redesignate the subject site from Residential – Contextual One/Two Dwelling (R-C2) District to the Multi-Residential – Contextual Grade-Oriented (M-CG) District as per the recently revised Banff Trail Area Redevelopment Plan.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S)

2017 April 06

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

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 181D2017; and

1. **ADOPT** the proposed redesignation of 0.07 hectares \pm (0.17 acres \pm) located at 2013 – 24 Avenue NW (Plan 8100AF, Block 41, Lots 20 and 21) from Residential – Contextual One/Two Dwelling (R-C2) District **to** Multi-Residential – Contextual Grade-Oriented (M-CG) District, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 181D2017.

REASON(S) FOR RECOMMENDATION:

The proposed redesignation is in keeping with applicable policies of the Banff Trail Area Redevelopment Plan and Municipal Development Plan policies. The proposed M-CG district is compatible with adjacent land uses and provides for a focused increase in density at a location previously determined appropriate through approved statutory policy.

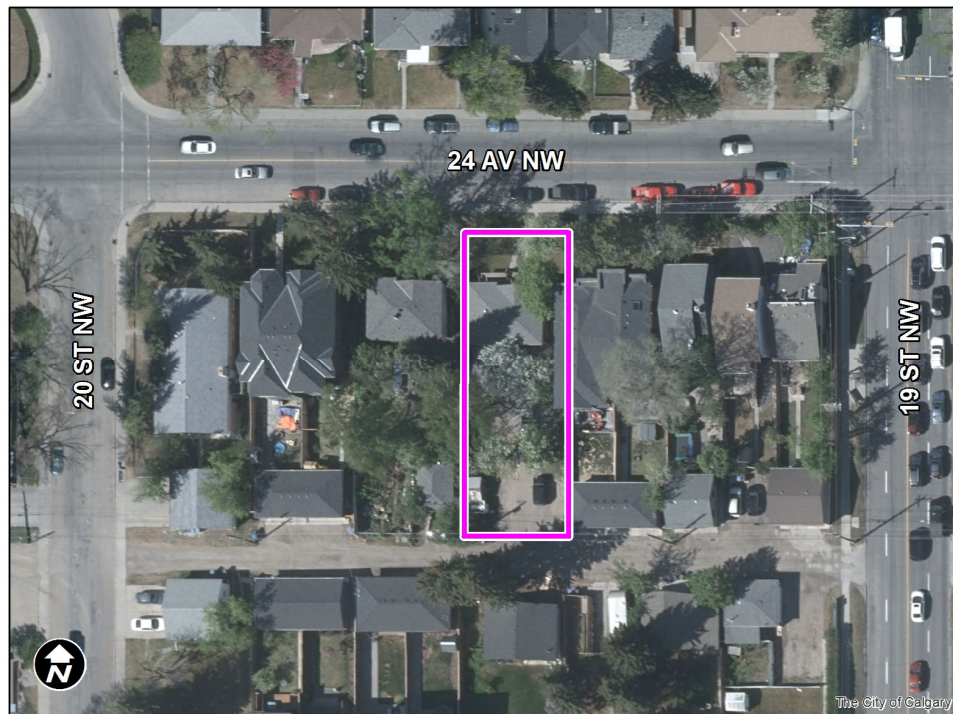
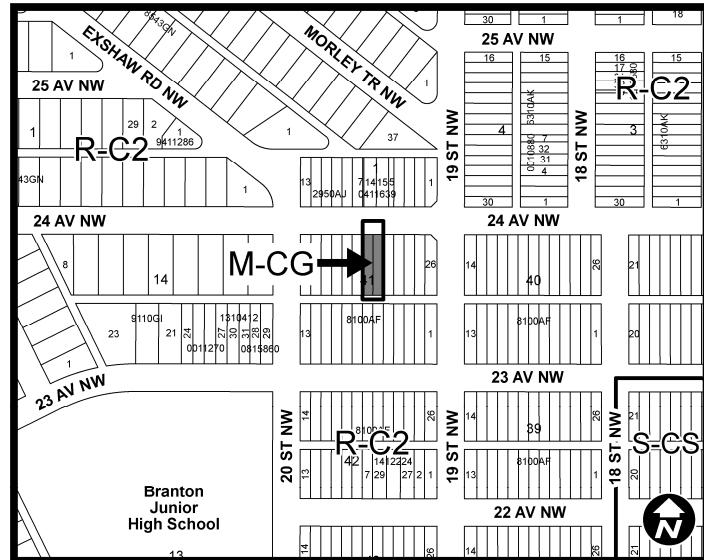
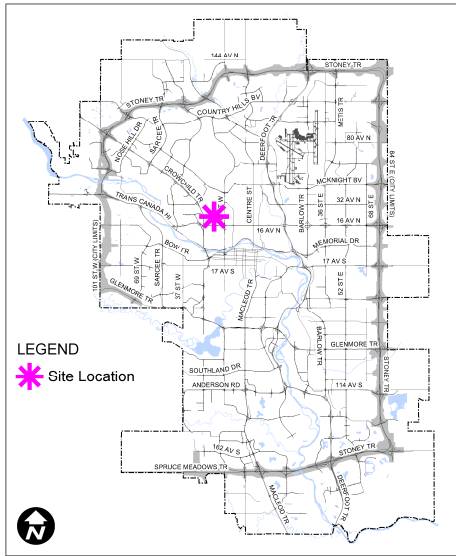
ATTACHMENTS

1. Proposed Bylaw 181D2017
2. **Public Submission**

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LOCATION MAPS



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.07 hectares \pm (0.17 acres \pm) located at 2013 – 24 Avenue NW (Plan 8100AF, Block 41, Lots 20 and 21) from Residential – Contextual One/Two Dwelling (R-C2) District **to** Multi-Residential – Contextual Grade-Oriented (M-CG) District.

Moved by: A. Palmiere

Carried: 7 – 0

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Applicant:

John Haddon Design

Landowner:

Peak Stone Homes Inc

PLANNING EVALUATION

SITE CONTEXT

The subject site is located in the northwest quadrant of the city in the community of Banff Trail along 24 Avenue NW, just west of 19 Street NW. The immediate area is comprised of low density housing with single detached and semi-detached units as the predominant development. The site is currently developed with a single detached residence with rear lane access.

Banff Trail	
Peak Population Year	1968
Peak Population	4,883
2016 Current Population	4,189
Difference in Population (Number)	-694
Difference in Population (Percent)	-14.2%

LAND USE DISTRICTS

The proposed Multi-Residential – Contextual Grade Oriented (M-CG) District is intended for multi-residential development designed as such to provide some or all of the units with direct access to grade. The M-CG district is intended to be located adjacent to or in close proximity to low density residential districts and development. The maximum height of the M-CG district is 12 metres with a maximum of 111 units per hectare. The subject site could accommodate a maximum of 7 units on the site given its size.

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).

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Municipal Development Plan (MDP)

The site is located in the Developed Inner City according to the MDP. The MDP encourages shaping a more compact urban form, directing growth to strategic areas that can support neighbourhood and economic vitality, and reinforcing character.

The MDP encourages strong residential neighbourhoods with higher residential densities in areas of the community that are more extensively served by existing infrastructure, public facilities and transit.

The subject site is located within close proximity of transit, major services, and amenities. The proposed Multi-Residential – Contextual (M-CG) district has built in rules to respect the existing context and massing of the established neighbourhood while still providing for a greater residential intensity on the site.

Banff Trail Area Redevelopment Plan (ARP)

The Banff Trail ARP identifies the site as located within the Medium Density Low-Rise area. This area is characterized through policy as medium-density low-rise residential development including townhouses, apartments and live/work units with a maximum of 12 metres of height.

Redevelopment of individual parcels in this area should be sensitive to the neighbourhood context. The proposed Multi-Residential – Contextual (M-CG) district has contextual and massing rules built into it to ensure the context of the community is respected.

Location Criteria for Multi-Residential Infill (Non-Statutory)

The Location Criteria for Multi-Residential Infill is designed to provide guidance on redesignations for increased density in low density communities. This site is located 70 metres from a transit stop which encourages the use of mass transit and may lead to a decrease in car ownership. The site is located approximately 50 metres further than the goal distance of 600 metres from a Primary Transit stop. Although it is located further than desired from Primary Transit, it is approximately the same distance from the Banff Trail C-Train Station and the soon to be constructed 19 Street NW Crosstown BRT stop, providing it with ample local and Primary Transit service.

The subject site is also located along 24 Avenue NW which is classified as a collector road. Collector roads (or higher classifications) are desired for increased residential density as it allows for a more efficient way to accommodate higher traffic volumes as well as larger buildings can be accommodated better within a community as they have less impact on a larger street.

The subject site has direct rear lane access. Direct rear lane access is preferred as it minimizes the impact of vehicles on adjacent streets and sidewalks and provides for a higher quality design and accommodates the existing character of the community.

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TRANSPORTATION NETWORKS

A Transportation Impact Assessment (TIA) was not required as part of this application.

Vehicular access to the site is available through the rear lane. No vehicular access will be provided to the site from 24 Avenue NW.

Transit service is located approximately 70 metres from the subject site along 19 Street NW, as well as Primary Transit (Banff Trail C-Train Station) is located approximately 650 metres from the site.

UTILITIES & SERVICING

A Sanitary Servicing Study was not required as part of this application. All required utilities are available to service the subject property.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required.

GROWTH MANAGEMENT

This redesignation proposal does not require additional capital infrastructure investment and therefore, no growth management concerns have been identified at this time. The proposal is in alignment with the MDP references associated with growth management matters.

PUBLIC ENGAGEMENT

Community Association Comments

No comments were received from the Banff Trail Community Association at the time of writing this report.

Citizen Comments

Two letters of objection were submitted from local residents citing issues with traffic and congestion at the intersection of 19 Street NW and 24 Avenue NW.

Public Meetings

No public meetings were held for this application.

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APPENDIX I

APPLICANT'S SUBMISSION

Property Address: 2013 – 24 Ave NW
Existing Zoning: R-C2
Proposed Zoning: M-CG

To whom it may concern;

On behalf of our clients, we are applying for a Land Use Redesignation for the noted parcel. With our conversations with the city and community, we have ascertained that the lots along 24 Ave NW should go through the process of being converted to the M-CG designation. Our clients are proposing to build one, four unit dwelling on lots 20 and 21 (four quarter quadrant layouts), so as to resemble any typical duplex dwelling along the street presently. The lot will have a 4 car detached garage off the lane, which again will resemble any garage for a typical duplex.

Any questions or concerns, please do get in touch.

Sincerely,

John Haddon Design