

# Background and Planning Evaluation

## Background and Site Context

This 0.79 hectare parcel is located in the community of Banff Trail, and is a corner parcel with direct vehicular and pedestrian access located in the Motel Village area. The surrounding area includes the McMahon Stadium complex immediately west of the site (over Crowchild Trail NW), Banff Trail LRT Station to the east (approximately 70 metres, a one-minute walk); a pedestrian above grade bridge (immediately to the north of the site), and the commercial retail area and motel village to the south and north. This site forms a part of the wider commercial development fronting onto Crowchild Trail NW and is part of a Major Activity Centre (MAC).

Immediately east, between the site and Banff Trail NW are the Holiday Inn Express and Comfort Inn. The Stadium Nissan car dealership is immediately north over 23 Avenue NW. The western site boundary is formed by 24 Street NW, with Crowchild Trail NW immediately to the west of that. The surrounding area, beyond the commercial and recreational context, is characterized by low density residential development, typified by the R-C2 land use and a growth corridor identified along 24 Avenue NW. A little further to the south, Foothills Hospital lies approximately 1 kilometre to the west along 16 Avenue NW and North Hill Mall is approximately 1 kilometre to the east along 16 Avenue NW. Branton Junior High School is approximately 450 metres east of the site, with the Banff Trail Community Association immediately south of it.

A development permit application has not been submitted at this time.

## Community Peak Population Table

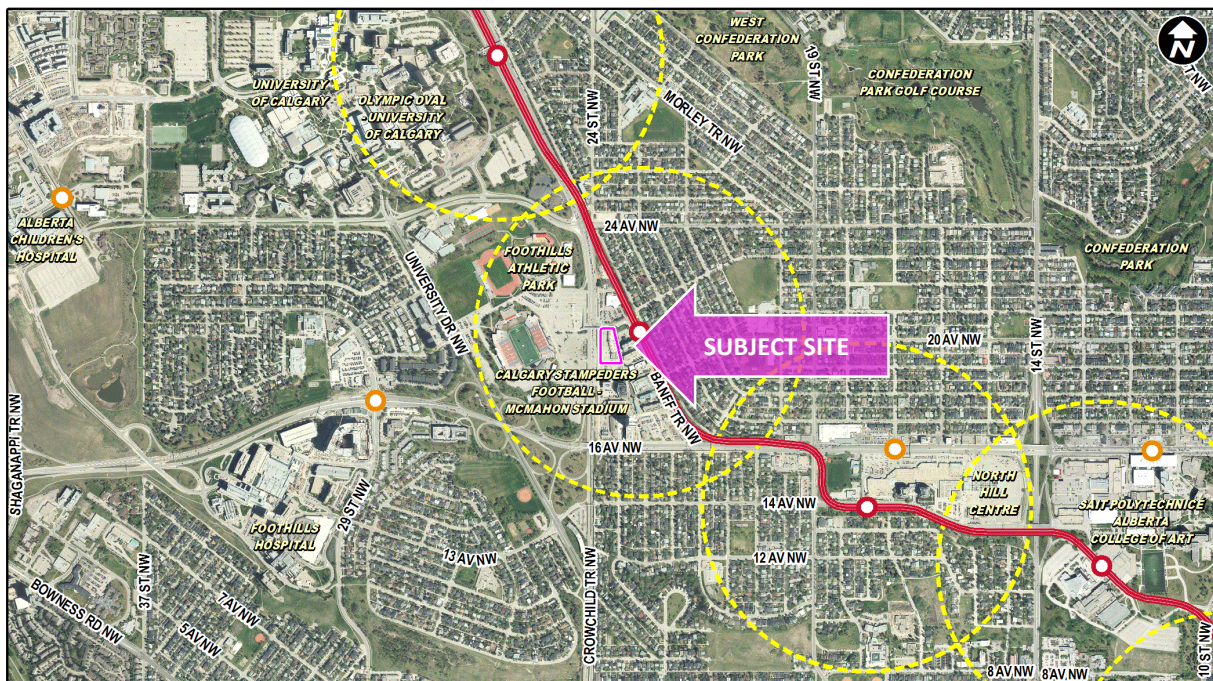
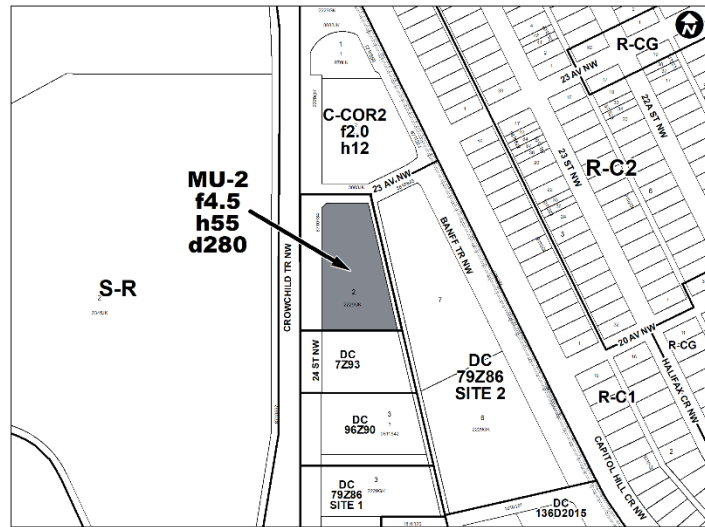
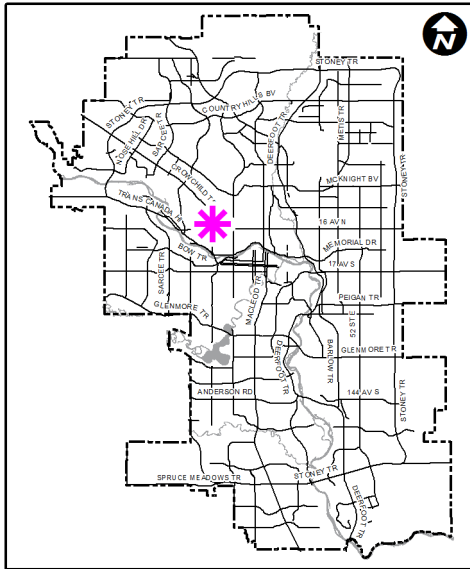
As identified below, the community of Banff Trail reached its peak population in 1968, and the population has increased/decreased/remained the same.

<b>Banff Trail</b>	
Peak Population Year	1968
Peak Population	4,883
2019 Current Population	4,153
Difference in Population (Number)	- 730
Difference in Population (Percent)	- 14.9%

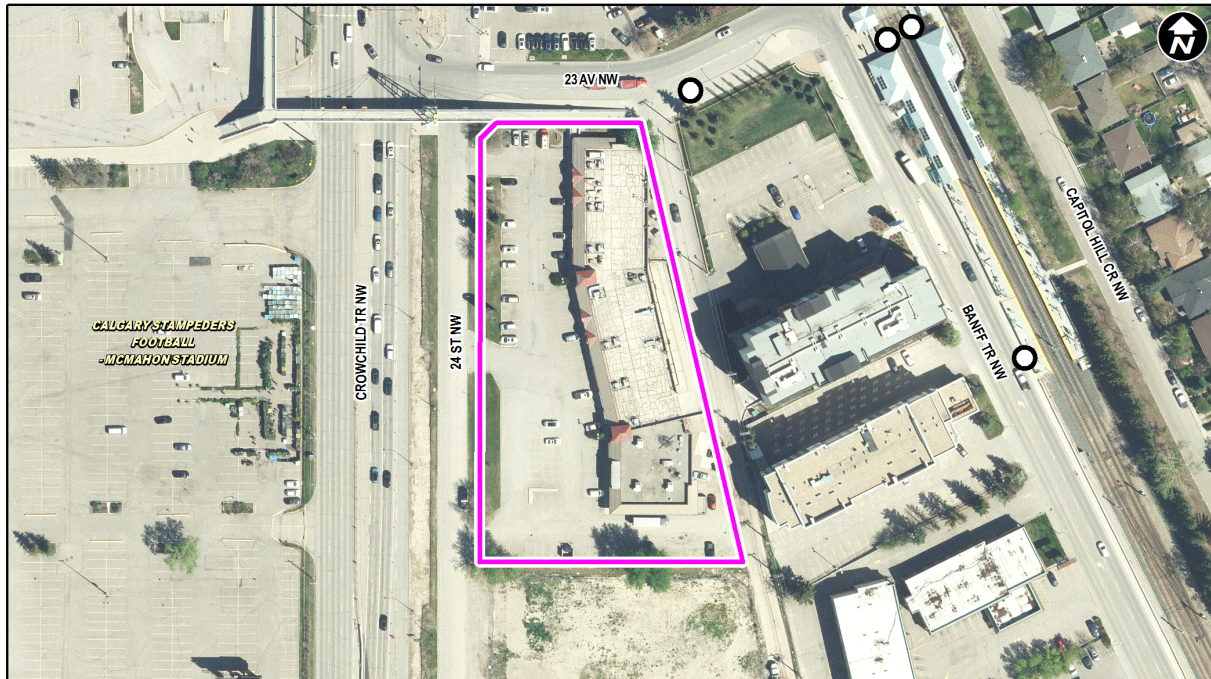
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing DC District ([Bylaw 79Z86](#)) is based on the General Commercial (C-3) Land Use District of Land Use Bylaw 2P80. Currently, Land Use Bylaw 2P80 provides the uses and rules for the types of development that can be accommodated on this site. The current land use is not aligned to both the MDP typology of a Major Activity Centre (MAC) or contemporary policy contained within the *Banff Trail Station ARP*. Given this, the current land use is out of context with the Banff Trail Station Area and the future policy context of the area.

The proposed MU-2f4.5h55d280 District requires commercial uses at grade and accommodates a mix of commercial and residential uses in the same building. In adopting the MU-2 District for this parcel, future site development will be consistent with the current policies of the *Banff Trail Station ARP*. The site is currently underutilized, and the proposed land use provides the opportunity for additional useable amenity and activity areas, as well as improve the impact of development on a human scale, by offering modern storefronts that activate the area at grade. Providing at grade commercial has been paired with additional office space and residential options for upper storeys.

### Development and Site Design

If approved by Council, the rules of the proposed MU-2f4.5h55d280 District will provide guidance for future site development including appropriate uses, building massing, height, landscaping and parking. Given the specific context of this site, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface along both the 24 Street NW and 23 Avenue NW frontages including ensuring compatibility with the purpose of promoting active frontages for continuous storefronts along the building face. The *Banff Trail Station ARP* provides the opportunity for bonus FAR where certain provisions are met including the provision of active frontage along portions of the site;
- improving pedestrian connections, notably to the pedestrian over-pass from Banff Trail to McMahon Stadium and ensuring principal vehicle access to the site is off the lane or via 24 Street NW;
- mitigation of shadowing, overlooking, and privacy concerns to adjacent property; and
- ensuring, that if the maximum density of 4.5 FAR is proposed, the necessary bonusing density provisions (noted below in the statutory policy review section) are provided.

### **Transportation**

The site is located approximately 70 metres from the Banff Trail LRT Station, which lies to the east. Vehicular access to the site is from 24 Street NW. There is also a parking on the roof of the existing building, accessed via a ramp from the rear lane.

A Transportation Impact Assessment was not requested in support of the proposed land use redesignation. However, a transportation analysis may be required at the development permit stage depending on the nature of the proposal.

The City has an active construction project in the area (short term improvements to Crowchild Trail). Reconstruction of Crowchild Trail is ongoing, and adjustments to 24 Street NW will be made south of this site including the accommodation of a traffic ramp from westbound 16 Avenue NW to northbound Crowchild Trail NW. This ongoing work will not directly impact this application or the future development of the site, with the exception that a new sidewalk will be required along the site's 24 Street NW frontage.

### **Environmental Site Considerations**

A Phase 1 Environmental Site Assessment has been submitted with this application and reviewed by Administration. It has been determined that a Phase 2 Environmental Site Assessment would be required to accompany a future Development Permit application.

### **Utilities and Servicing**

Water and sanitary mains are available and can accommodate potential redevelopment of the subject site without the need for off-site improvements at this time. Individual servicing connections, any potential servicing upgrades and appropriate stormwater management will be considered and reviewed as part of a development permit.

## **Legislation and Policy**

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

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

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

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed land use amendment builds on the principles of the IGP by promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

### **Municipal Development Plan (Statutory – 2020)**

The subject site is located within a Major Activity Centre (MAC) as identified on Map 1 of the [Municipal Development Plan](#) (MDP). MAC's are intended to provide for high concentrations of jobs and population in a high-quality, urban environment that features amenities and a comfortable street environment. MAC's must meet a minimum intensity of 200 people and jobs per hectare.

MDP policy is supportive of a land use that has the potential to provide the proposed built-form and intensity within a MAC as indicated by the MU-2 District of Land Use Bylaw 1P2007. Furthermore, the MDP transit-supportive land use framework policies under Section 2.2.2 promote locating transit-supportive land uses, including higher density residential and employment developments, within Activity Centres supported by the Primary Transit Network.

### **Climate Resilience Strategy (2018)**

The [Climate Resilience Strategy](#) identifies programs and actions intended to reduce Calgary's greenhouse gas emissions and mitigate climate risks. This application does not include any actions that specifically meet objectives of this plan; however, it does include a major mixed use redevelopment opportunity on a currently underutilized site, within extremely close proximity to an existing LRT station. Additional opportunities to align development of this site with applicable climate resilience strategies will be explored and encouraged at subsequent development approval stages.

### **Banff Trail Station Area Redevelopment Plan (Statutory – 2011)**

The area is included in the [Banff Trail Station ARP](#) which addresses the redevelopment of the area to the west of Banff Trail LRT Station. The *Banff Trail Station ARP* was developed and adopted in context with the City of Calgary Transit Oriented Development Guidelines (2004). The *Banff Trail Station ARP* identifies the site lying within Density Zone B. This zone is recognized as the most suitable opportunity to increase redevelopment in the area, with the site being of sufficient size to provide an adequate setback from low density housing stock to the east of the LRT and to allow for additions to an improved mobility network.

The site is within the Motel Village character area. This is recognized as having the highest potential for significant comprehensive redevelopment, including public realm improvements. This is due to the under-utilized existing development pattern (of surface parking and low density commercial). This proposal complies with the *Banff Trail Station ARP* policies and no policy amendments are required to accommodate this land use redesignation.

Section 3 of the *Banff Trail Station ARP*, includes the Mobility Network, and notes a pedestrian sidewalk accessing the overpass to McMahon Stadium runs along 23 Avenue NW (the northern boundary of the site). This section of the *Banff Trail Station ARP* identifies a wider aspiration for east-west connectivity, particularly for pedestrians and cyclists, throughout the area.

With specific reference to land use and density, Section 3.3 establishes the site within the “Transit Hub Precinct” and notes that there is an existing “active pedestrian edge” and “active” frontage on the northern edge of the site.

Figure 19 of the *Banff Trail Station ARP* and its associated table establishes appropriate density within this area as follows:

- Minimum FAR – 1.5
- Maximum commercial FAR – 3.0
- Maximum residential FAR – 3.0
- Overall maximum FAR for the site – 4.0

It also provides for a bonus FAR of 0.5 with the development of active frontages.

The current land use redesignation application is seeking to provide for modifiers within the MU-2 District with a Floor Area Ratio of 4.5. This represents the maximum density, intended by the policy, where future development of the site takes advantage of the 0.5 FAR, resulting from the use of the active frontage bonusing. With a parcel area of 7,906 square metres, this equates to a potential floor area of any future development of 35,577 square metres.