

BYLAW NUMBER 11P2016

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE BANFF TRAIL AREA
REDEVELOPMENT PLAN BYLAW 7P86**

WHEREAS it is desirable to amend the Banff Trail Area Redevelopment Plan Bylaw 7P86, as amended;

AND WHEREAS Council has held a public hearing as required by Section 692 of the Municipal Government Act, R.S.A. 2000, c.M-26, as amended:

NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

1. This Bylaw may be cited as the "Banff Trail Area Redevelopment Plan Amendment Number 16 Bylaw."
2. The Banff Trail Area Redevelopment Plan attached to and forming part of Bylaw 7P86, as amended, is hereby further amended as follows:
 - (a) In Executive Summary, under "Residential Land Use", delete the existing text and replace with the following:

"In April 2013, Council directed administration to work with the Banff Trail Community Association and other local stakeholders to identify potential areas for modest intensification, consistent with the policies of the Municipal Development Plan and Transit Oriented Development. As a result of this work, the Banff Trail Area Redevelopment Plan has been amended. The amendments primarily impact residential development and include policy and guidelines intended to accommodate modest redevelopment while contributing to the existing character of the community. In addition to identifying appropriate areas for intensification, the policies provide direction regarding appropriate land uses, building scale, built form and overall character for redevelopment in the community."
 - (b) In Section 1.2, entitled "Goals", delete subsection 1.2(g) and replace with the following:

"g) To implement planning policies of the Municipal Development Plan and other relevant Council policies pertaining to the study area."
 - (c) In Section 2.1.1, entitled "Objectives", after subsection c), add the following new subsection:

"d) Identify areas in the community that are appropriate for modest intensification."
 - (d) Delete Figure 2, entitled "Summary of Plan Strategy".

- (e) Delete Figure 3, entitled “Land Use Plan”, and replace with revised Figure 2, entitled “Land Use Plan”, attached hereto as Schedule A.
- (f) Delete Section 2.1.3, entitled “Policy”, in its entirety and replace with the following:

“2.1.3 Land Use

General Policies

- 2.1.3.1 Land use redesignations should be consistent with the general land use classifications identified on Figure 2 – Land Use Plan.
- 2.1.3.2 The Plan encourages the development of a diverse range of residential unit types and sizes to accommodate a broad demographic group, ranging from old to young and singles to families. Care should be given to the provision of various ground-oriented residential units to attract not only families with children but to provide senior citizens the opportunity to age in place.

Low Density Residential

The Low Density Residential area is intended to maintain stability in the community and to protect the existing residential character and quality of the neighbourhood.

- 2.1.3.3 The existing low density built form (single and semi-detached housing) should continue within this area.

Low Density Rowhouse

The Low Density Rowhouse area is intended to allow for a modest increase in density with a greater variety of housing types while still being in scale with the existing context.

- 2.1.3.4 New development should be low density grade-oriented residential development such as rowhouse buildings, duplex dwellings, semi-detached dwellings, single-detached dwellings and cottage housing clusters.

Medium Density Low-Rise

The Medium Density Low-Rise area is intended to allow for a low-rise built form (approximately 3-4 storeys) that can provide for a modest increase in density while not being out of context with the existing character of the area.

- 2.1.3.5 New development within this area should be limited to medium-density low-rise residential developments and includes townhouses, apartments, and live/work units.

- 2.1.3.6 Redevelopment of individual parcels should demonstrate sensitivity with the neighbourhood context through building scale and design while encouraging innovation in design.
- 2.1.3.7 For the sites located at 1925, 1921 and a portion of 1917 – 19 Avenue NW the following policies shall apply:
- a. In order to facilitate the delivery of affordable and non-market housing, the Approving Authority is encouraged to consider parking relaxations for proposed affordable/non-market housing development where it is demonstrated that the proposed development would have a reduced automobile ownership rate and that the development is secured through an agreement to ensure long-term use for low-income households.
 - b. Consider time restrictions and residential parking permit zones as tools to manage on-street parking issues associated with multi-residential development at 1917, 1921 and 1925 – 19 Avenue NW. Dwellings in new multi-residential development are not to receive parking passes regardless of their on-site parking provisions.
 - c. A development permit for a new multi-residential development for the lands at 1917, 1921 and 1925 – 19 Avenue NW shall require decision by Calgary Planning Commission.

Medium Density Mid-Rise Residential

The Medium Density Mid-Rise area is intended to accommodate higher density development (5-6 stories) in key locations, such as along main streets, at significant intersections or on sites where there is an ability to provide a transition to lower density areas.

- 2.1.3.8 New development within the Medium Density Mid-Rise Area should be limited to medium-density multi-residential developments and includes townhouses, apartments, and live/work units.
- 2.1.3.9 New low density residential development such as single detached and semi-detached dwelling units are strongly discouraged.
- 2.1.3.10 A limited range of support commercial uses may be allowed for sites adjacent to an LRT Station or the intersection of Crowchild Trail NW and 24 Avenue NW.

Special Study Area

A Special Study Area is identified on Figure 2 which recognizes the work being undertaken as part of the Crowchild Trail Study. The Crowchild Trail Study is a transportation corridor study that will identify short-, medium-, and long-term upgrades for Crowchild Trail between 24 Avenue NW to 17 Ave SW. Recommendations from the study will help address current transportation current

issues and challenges, and accommodate the continued growth in the city. The Crowchild Trail Study is expected to be complete by the end of 2016.

While this plan supports more intense development around the intersection of 24 Avenue NW and Crowchild Trail NW, it also recognizes the possible impact the Crowchild Trail Study may have on roads in the area. The following policies apply to this area:

2.1.3.11 Land use redesignations for higher density development are strongly discouraged until the completion of the Crowchild Trail Study.”

- (g) In Section 2.0 Banff Trail – Land Use & Development, after new subsection 2.1.3 Land Use, add new Figure 3, entitled “Maximum Building Heights”, attached hereto as Schedule B.
- (h) In Section 2.0 Banff Trail – Land Use & Development, after new subsection 2.1.3 Land Use, add the following:

“2.1.4 Built Form and Site Design

General Policies

2.1.4.1 New development should comply with the maximum building heights indicated on Figure 3 Maximum Building Heights.

2.1.4.2 Units on the floor closest to grade should have individual and direct pedestrian access from a public sidewalk.

2.1.4.3 Building facades should be articulated to emphasize individual at grade units and unit entrances and should include features such as front doors, door bells, unit numbers as well as weather protection such as awnings and canopies.

2.1.4.4 Front yards with low fences, hedges or other design features should be provided for each ground floor residential unit in order to clearly define private amenity space from the public or semi-private environment.

2.1.4.5 Buildings located on corner parcels are encouraged to treat both streets as frontages. This includes making the following provisions:

- a. at-grade entries to residential units along both street frontages;
- b. a high degree of massing and articulation along both street frontages; and
- c. landscape treatments along both street frontages to encourage use by building residents; such landscaping could include private patios, planters or gardens.

2.1.4.6 New development should promote accessibility for all individuals, including people with disabilities and parents with strollers by ensuring:

- a. the primary access to buildings is directly from the street at grade; and
 - b. new development is designed in accordance with The City's Access Design Guidelines.
- 2.1.4.7 All buildings should be finished with high quality, enduring materials.
- 2.1.4.8 Developments should include adequate security lighting for walkways, car parking areas and other areas used by the public.
- 2.1.4.9 Vehicle access should be provided from the lane where possible to encourage pedestrian friendly streets within the Plan area.
- 2.1.4.10 Where vehicular access is provided from the street, efforts should be made to minimize the presence of driveway crossings as well as vehicle access points (i.e. overhead doors).

Low Density Residential

- 2.1.4.11 To demonstrate compatibility of new infill projects with surrounding housing, both in scale and character, the following guidelines should be considered:
- a. Front yard setbacks similar to adjacent properties;
 - b. Preserve mature vegetation and encourage landscaping treatments which enhance the streetscape;
 - c. Scale, massing (shape), height, compatible with surrounding properties;
 - d. Wall-face, roofline orientation, building material and building details (e.g. windows, entries, etc.) reflective of community character;
 - e. Front building entry;
 - f. Parking and vehicular access from laneway.

Medium Density (Low-Rise and Mid-Rise)

- 2.1.4.12 For taller buildings (greater than 4 storeys) a shadow study may be required for the hours of 10:00 and 16:00 MDT on March 21 and September 21, to determine the shadow impacts on adjacent properties.
- 2.1.4.13 In order to be sympathetic in scale and level of articulation to existing and potential development within the community, new multi-residential development is encouraged, within the first two storeys, to consider staggering the principal front façade of one unit with the principal front façade of adjacent units.
- 2.1.4.14 All new residential units should be provided with private outdoor amenity space, either exclusive to an individual unit or as a common amenity available to all units within a development. Common amenity space may be provided at or above grade, within courtyards, behind façades, or on rooftops, terraces or as ground-level patios that may be completely or partially visible from the street or other buildings.

- 2.1.4.15 For buildings with a frontage of over 60 metres in length along the street, the overall mass of the building should be broken up with changes in width, height, and finishing materials along the façade. Building facades should not exceed 15 metres in length without a change in plane or material.
- 2.1.4.16 New development is expected to be oriented towards the street and to support a pedestrian-friendly environment. Setbacks greater than 5 metres along the street frontage are strongly discouraged.
- 2.1.4.17 Corner parcels at prominent locations near the LRT stations are encouraged to redevelop as gateway-type buildings which have a high level of design and material quality.
- 2.1.4.18 Where common building entries are provided, it is recommended that these be located on corners when possible.
- 2.1.4.19 New development should locate the highest building heights along the street frontage. This is intended to create a buffer (separation) between taller buildings and adjacent lower density residential and minimize the impacts from shadowing and overlooking onto adjacent properties.
- 2.1.4.20 Where a site shares a property line with a low density residential parcel, building massing and height should be reduced as proximity increases to the property line in order to minimize the impact of new development on the existing homes. Building heights should generally be no greater than 10-12 metres within 5-10 metres of the adjacent low density residential property line.
- 2.1.4.21 Where possible, building massing and orientation should be designed to minimize impact to low density development. Rear setbacks greater than the required minimums are encouraged. In addition, soft landscaping should be used adjacent to the lanes and shared property lines. These measures are intended to lessen the impact that multi-residential development may otherwise have on the existing low density development.
- 2.1.4.22 Where commercial uses are provided, buildings should have an exterior access facing a street for each commercial use located on the floor closest to grade, which should have a direct connection to a sidewalk.
- 2.1.4.23 For commercial ground floor development, street front elevations should be highly permeable and transparent along the majority of the façade by providing doorway entrances to the street and allowing for pedestrian views directly into each business.
- 2.1.4.24 The size of signage should be scaled and oriented to the pedestrian. Retail frontages are encouraged to employ blade signage. Signs that are scaled to automobile traffic are prohibited.”

- (i) Delete Figure 4, entitled "Land Use Designations".
- (j) Delete Section 2.1.4, entitled "Implementation" in its entirety.
- (k) Delete the table after Subsection 2.1.4.7.
- (l) Delete Figure 5, entitled "Community Character".
- (m) In the table after Figure 6, delete the rows for sites 3, 4, 4a and 4b.
- (n) Under the table after Figure 6, replace the words "Figure 6, Page 15" with "Figure 4".
- (o) Delete Figure 6, entitled "Reference Map for Numbered Sites", and replace with revised Figure 4, entitled "Reference Map for Numbered Sites", attached hereto as Schedule C.
- (p) In Subsection 2.2.3, entitled "Policy", delete the words "Figures 2 and 3 (Pages 7 and 8)" and replace with "Figure 2".
- (q) In Subsection 2.2.3.1, delete the words "Sites 5, Figure 6, Page 13" and replace with "Sites 5 Figure 4".
- (r) In Subsection 2.2.3.2, delete the words "Site 6, Figure 6, Page 13" and replace with "Site 6, Figure 4".
- (s) In Subsection 2.2.3.3, delete the words "Figure 6, Page 13" and replace with "Figure 4".
- (t) In Section 2.2, entitled "Commercial Land Use", insert a new Subsection 2.2.3.5 as follows:

"2.2.3.5 Sites within the local commercial areas may be considered for greater height and density provided the development includes residential uses above the commercial uses and any increases in height and density are sensitive to and fit with the local context."
- (u) Under the tables after Section 2.2.4, entitled "Implementation", replace the words "Figure 6 on page 15" with "Figure 4".
- (v) Renumber Figure 7, entitled "School Distribution", to Figure 5.
- (w) In Subsection 2.3.2, entitled "Context", delete the words "Figures 7 and 8, Pages 22 and 24" and replace with "Figures 5 and 6".
- (x) Renumber Figure 8, entitled "Open Space", to Figure 6.
- (y) After Subsection 2.3.4, in the notes under the tables, replace the words "Figure 6, Page 15" with "Figure 4".

- (z) Renumber Figure 9, entitled “Transportation Network”, to Figure 7.
- (aa) In Subsection 3.3.1, entitled “Road Classification and Vehicular Circulation System”, delete the words “Figure 11, Page 37” and “Figure 11” and replace both with “Figure 7”.

3. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME THIS ____ DAY OF _____, 2016.

READ A SECOND TIME THIS ____ DAY OF _____, 2016.

READ A THIRD TIME THIS ____ DAY OF _____, 2016.

MAYOR
SIGNED THIS ____ DAY OF _____, 2016.

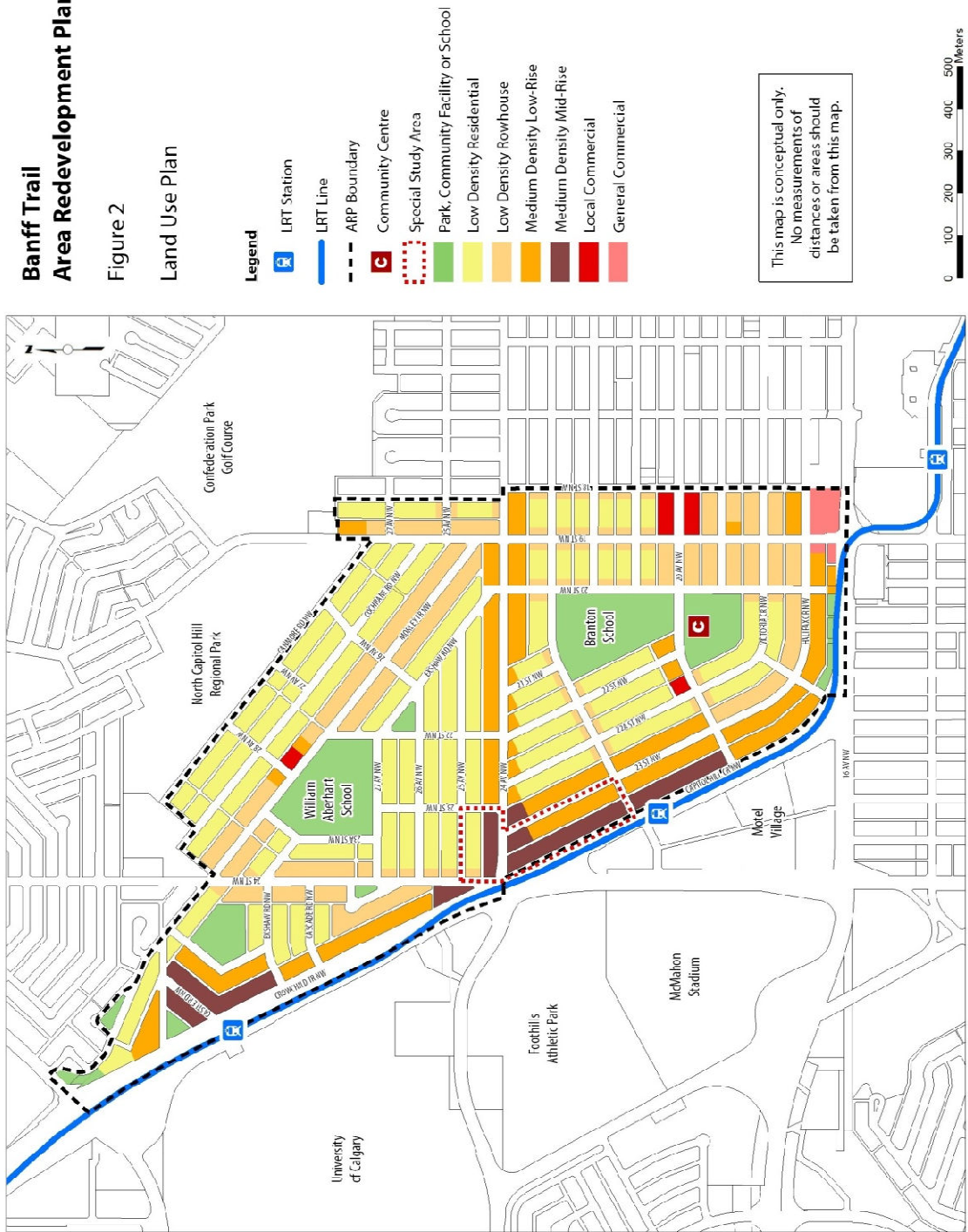
CITY CLERK
SIGNED THIS ____ DAY OF _____, 2016.

Schedule A

**Banff Trail
Area Redevelopment Plan**

Figure 2

Land Use Plan



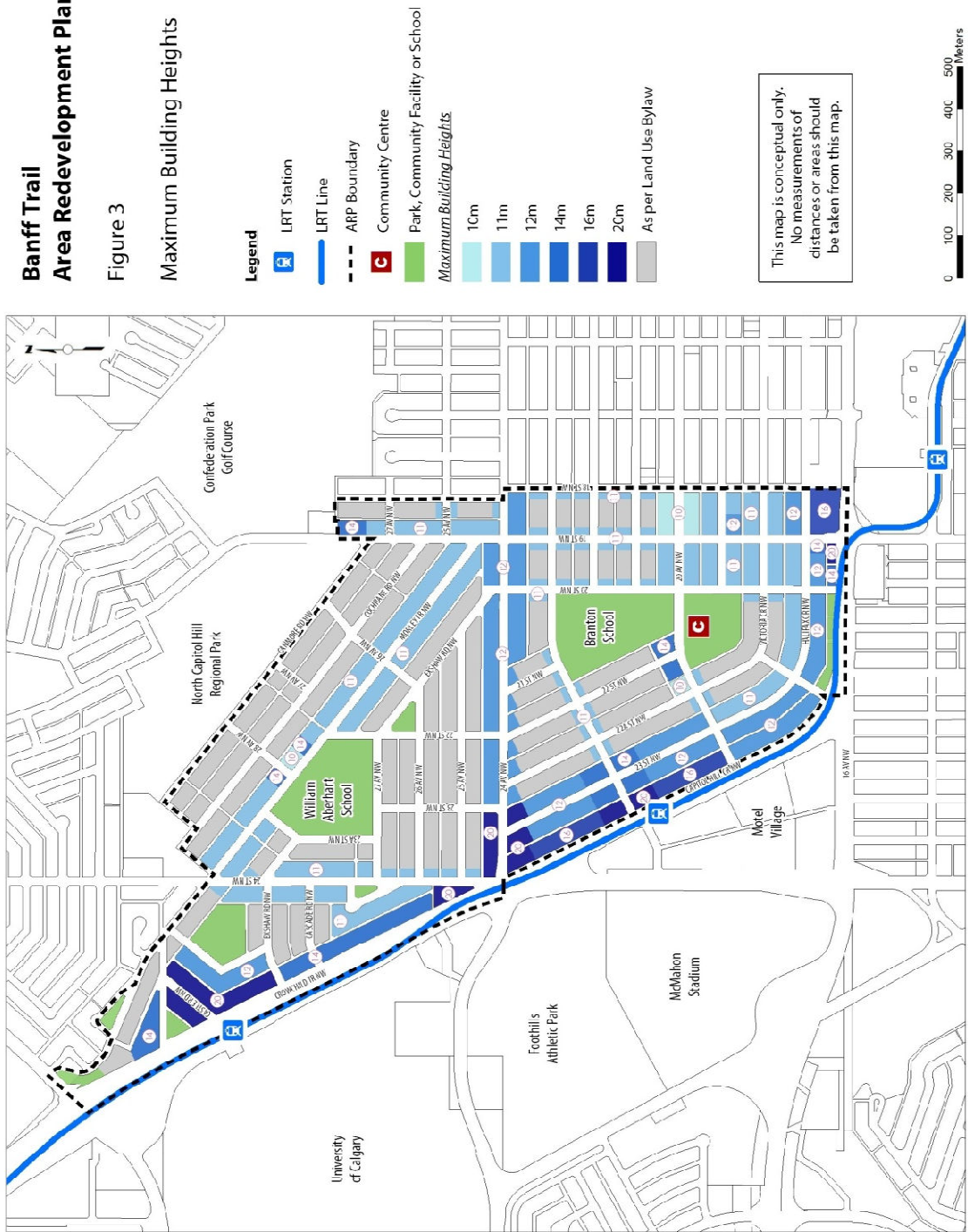
PROPOSED

Schedule B

**Banff Trail
Area Redevelopment Plan**

Figure 3

Maximum Building Heights

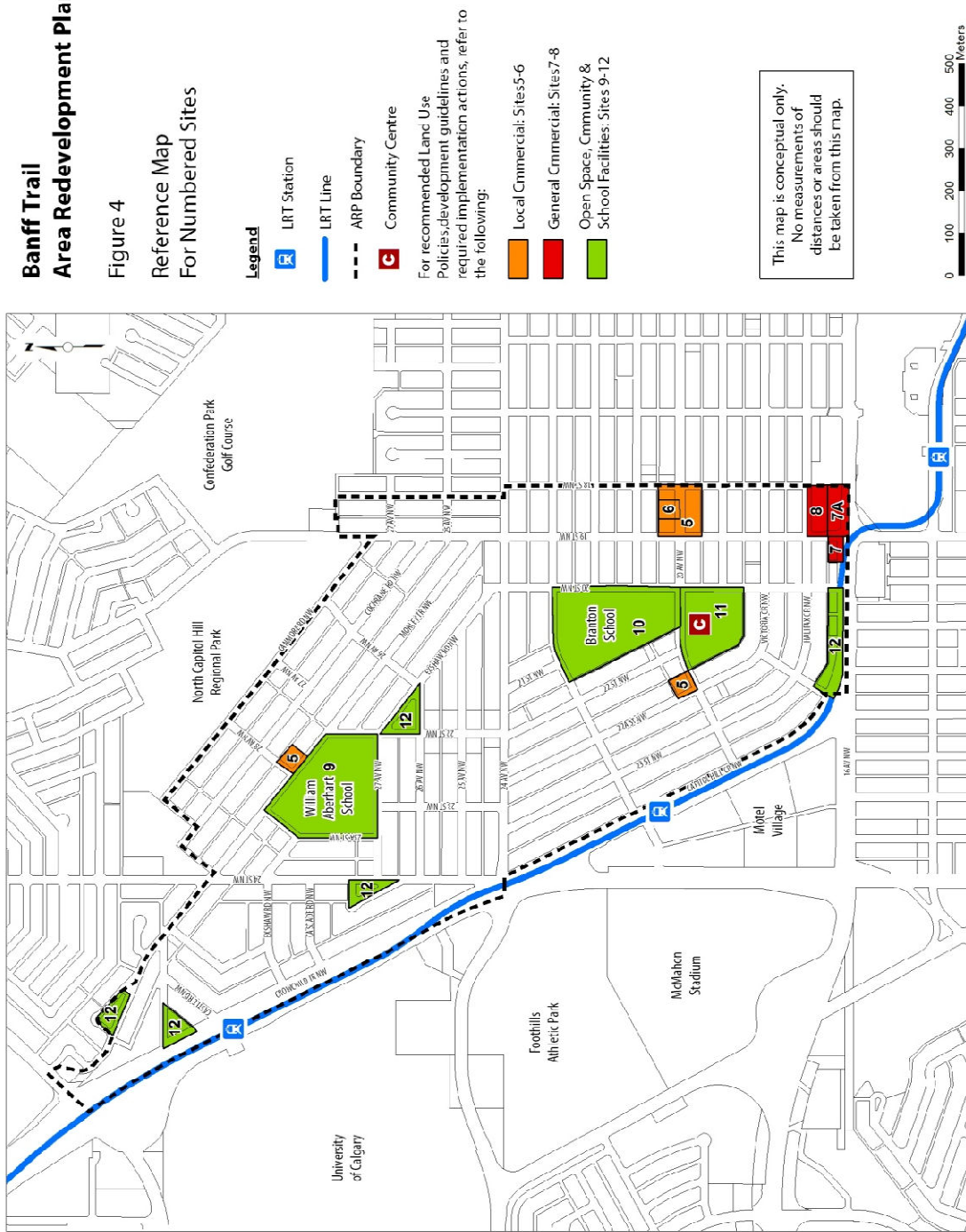


PROPOSED

Schedule C

**Banff Trail
Area Redevelopment Plan**

**Figure 4
Reference Map
For Numbered Sites**



PROPOSED