

Background and Planning Evaluation

Background and Site Context

The subject site is located in the community of Banff Trail on the northwest corner of 24 Street NW and Creston Crescent NW. The site is approximately 0.06 hectares (0.16 acres) in size, with dimensions of approximately 17 metres wide and 38 metres deep. The site is currently developed with a single detached dwelling and attached garage, with vehicular access from Creston Crescent NW. A rear lane exists along the western property line of the subject site.

Surrounding development consists of a mix of single, semi-detached and mixed-use development designated as the Residential – Contextual One / Two Dwelling (R-C2) District, Residential – Grade-Oriented Infill (R-CG) District and a Direct Control District.

In addition to the University of Calgary, which is 650 metres (a nine-minute walk) to the west, there are three grade schools near the site:

- William Aberhart High School (grades 10 to 12) is 200 metres (a two-minute walk) to the east;
- Banff Trail School (Kindergarten to grade five) is 350 metres (a four-minute walk) to the north; and
- Branton School (Grades six to nine) is 900 metres (an 11-minute walk) to the southeast.

There is an unnamed green space immediately south of Creston Road NW from the subject site, and the following parks are situated in close proximity to the site:

- Cathedral Road Park is 280 metres (a three-minute walk) to the north;
- Close Park is 650 metres (an eight-minute walk) to the northwest;
- West Confederation Park is 600 metres (a seven-minute walk) to the northeast;
- Exshaw Park is 450 metres (a five-minute walk) to the east; and
- Foothills Athletic Park is 950 Metres (a 12-minute walk) to the north.

Community Peak Population Table

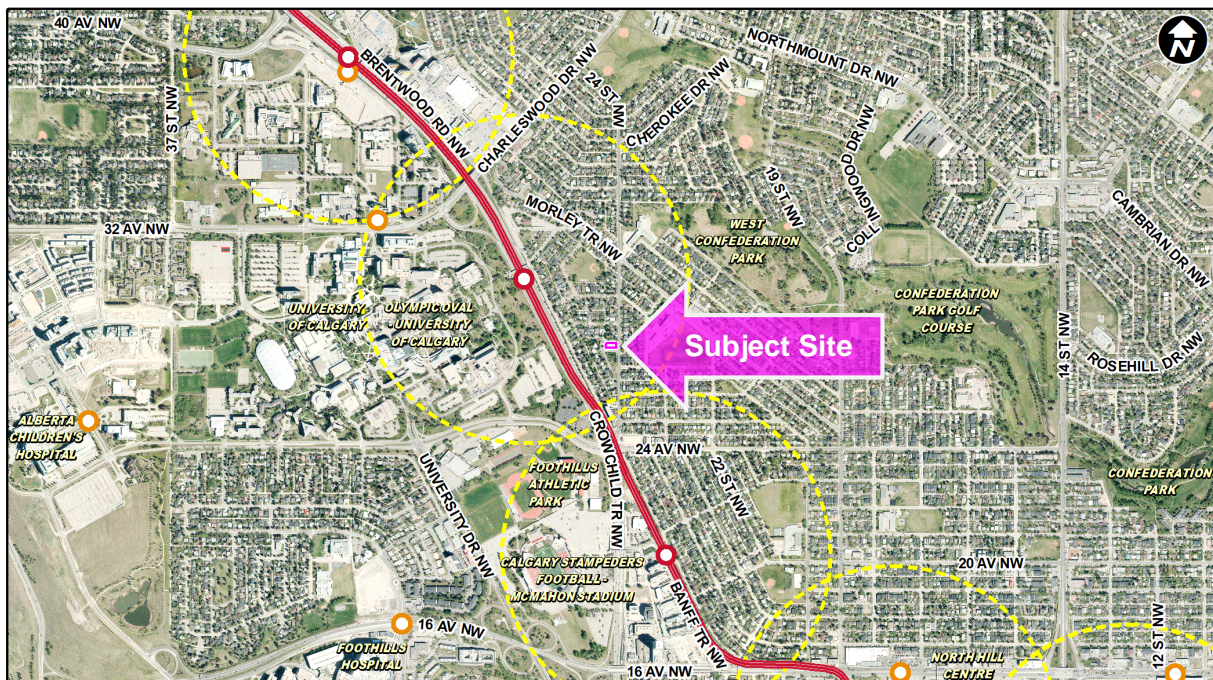
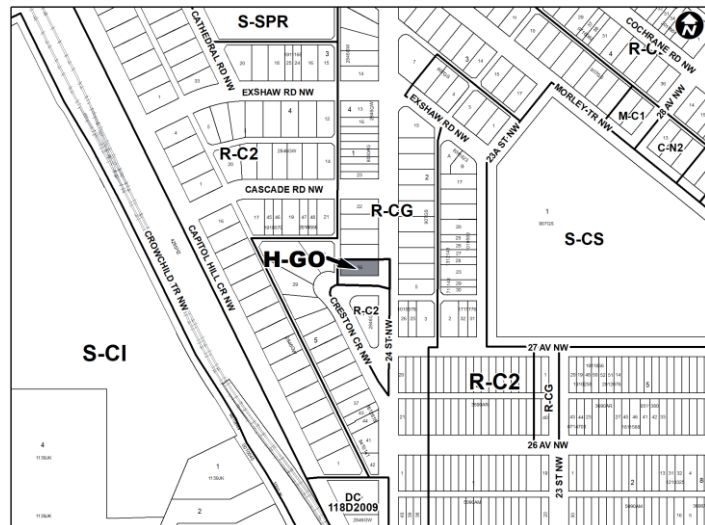
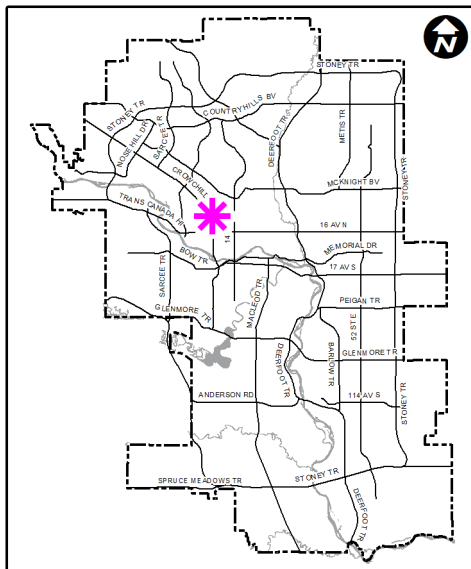
As identified below, the community of Banff Trail reached its peak population in 1968, and the population has decreased since then.

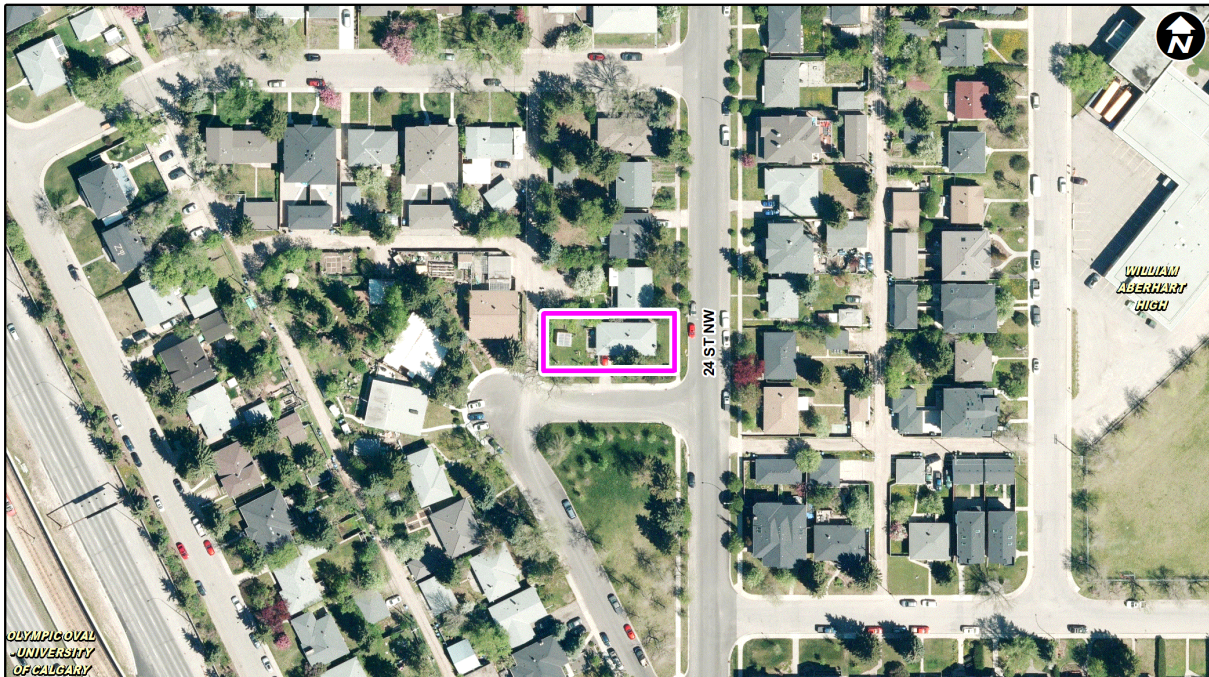
Banff Trail	
Peak Population Year	1968
Peak Population	4,883
2019 Current Population	4,153
Difference in Population (Number)	-730
Difference in Population (Percent)	-14.9%

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 R-CG District accommodates contextually sensitive redevelopment in the form of rowhouse buildings, townhouses, duplex dwellings, semi-detached dwellings, and single detached dwellings. This district allows for a maximum of four dwellings and a maximum building height of 11 metres.

The proposed Housing – Grade Oriented (H-GO) District allows for a range of grade-oriented building forms that can be contextually appropriate in low-density areas. The district includes rules for overall height, parcel coverage, height setbacks and amenity space that are intended to decrease massing and shadowing impacts on neighbouring properties. The proposed H-GO District accommodates grade-oriented development in a range of housing forms where the dwelling units may be attached or stacked within a shared building or cluster of buildings in a form and scale that is consistent with low density residential districts. The H-GO District also provides for rules for:

- a minimum building separation of 6.5 metres between a residential building at the front and a residential building at the rear of the parcel to ensure functional courtyard amenity space;
- a maximum parcel area to floor area ratio (FAR) of 1.5;
- a maximum building height of 12.0 metres; and
- a minimum of 0.5 parking stalls per unit or suite.

The H-GO District is intended to be designated on parcels within inner city areas that meet one or more of the following criteria:

- within 200 metres of a Main Street or Activity Centre identified on the Urban Structure Map of the Municipal Development Plan (MDP);
- within 600 metres of an existing or capital-funded LRT platform;
- within 400 metres of an existing or capital-funded BRT station; or
- within 200 metres of a primary transit service.

The subject site is located within 400 metres of the University C-Train Station and meets the criteria to be considered for the H-GO District.

As indicated in the cover report, the initial submission for this application was for a Direct Control (DC) District based on the Residential – Contextual Grade-Oriented (R-CG) District. Following Council approval of the H-GO District, the application was amended to the H-GO District. Administration considers this an appropriate change in land use as the intended built form can be facilitated through a new stock district and the initial DC submission was not supported. This change did not materially impact the uses proposed on the site or the site plan that was originally contemplated.

Development and Site Design

If approved by Council, the rules of the proposed H-GO District provide guidance for the future redevelopment of the site, including appropriate uses, building height and massing, landscaping, and parking. Given the specific context of this corner site, additional items that have been considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface along Creston Crescent NW and 24 Street NW;
- mitigating shadowing, overlooking, and privacy concerns with neighbouring parcels; and
- ensuring appropriate inclusion of required vehicular parking and alternative mobility storage areas while supporting all back-of-house functions.

Transportation

The Route 201 (Red Line – Somerset-Bridlewood/Tuscany CTrain) runs along Crowchild Trail with stops for both north and south-bound travel 600 metres (a seven-minute walk) to the northwest. Route 65 (Market Mall/Downtown West) has stops 400 metres (a five-minute walk) to the north, providing both north and south-bound travel.

Street parking adjacent to the site is permit parking only along the north side Creston Crescent NW and two-hour along the south side of Creston Crescent and both sides of 24 Street NW.

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

Environmental Site Considerations

There are no known environmental concerns associated with the proposal and/or site at this time. As such, an Environmental Site Assessment was not required.

Utilities and Servicing

Water, storm and sanitary sewer mains are available to service the subject site. Development servicing requirements are being determined through the associated development permit review and Development Site Servicing Plan (DSSP) processes.

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.

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Developed Residential - Inner City area as identified on Map 1 (Urban Structure) of the [Municipal Development Plan \(MDP\)](#). The proposed application complies with relevant land use policies that recognize the predominantly low density residential nature within these communities and support retention of housing stock or moderate intensification in a form and nature that respects the scale and character of the neighbourhood.

Transit Oriented Development Policy Guidelines (2004)

The subject site falls within the 600 metre radius surrounding the University Light Rail Transit (LRT) station. The following sections would apply to the proposal and were considered during the review process:

- Section 4.0 provides policy for high residential density, townhouse development and increasing pedestrian traffic.
- Section 5.0 provides policy for increasing density around transit stations.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Work is being done at the Development Permit stage to try and incorporate some initiatives.

Banff Trail Area Redevelopment Plan (Statutory – 1986)

The subject site is currently identified as Low Density Rowhouse, as shown on Figure 2, Land Use Plan, with a maximum height of 11 metres, as shown on Figure 3, Maximum Building Heights, in the [Banff Trail Area Redevelopment Plan](#) (ARP). The Low Density Rowhouse areas are intended to allow for a modest increase in density with a greater variety of housing types compatible in scale with the existing context.

Amendments to Figure 2, Land Use Plan, and on Figure 3, Maximum Building Heights, are required to support the proposed redesignation to the H-GO District. The site will change in Figure 2, Land Use Plan, from 'Low Density Rowhouse' to 'Medium Density Low-Rise'. The

site's classification in Figure 3, Maximum Building Heights, will change from '11 m' to '12 m' (Attachment 2).

Medium Density Low-Rise areas are intended to allow for a low-rise built form (approximately 3-4 storeys) that can provide for a modest increase in density while being compatible with the existing character of the area. This site is close to other Medium Density Low-Rise areas, and both the current and proposed land uses are intended to allow contextually sensitive modest density increases. The H-GO District is compatible with existing and allowed developments in the area.