

Applicant Submission

2023 May 8



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Planning & Development
The City of Calgary
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RE: Land Use Redesignation: R-C2 to MU-1f1.5h12
1921 & 1925 24 AV NW | Plan 8100AF, Block 40, Lots 14-17 | 0.14ha

Civic Address: 1921 & 1925 24 AV NW
Developer-Builder: Eagle Crest Construction
Land Use Redesignation Applicant: CivicWorks

APPLICANT STATEMENT

The subject site is located in the community of Banff Trail and consists of 0.14ha of two assembled privately owned parcels of land. Eagle Crest Construction has retained CivicWorks to undertake a Land Use Redesignation (LOC) process for this property. The LOC is proposed to accommodate a change from the site's current R-C2 (Residential - Contextual One/Two Dwelling) District to the MU-1f1.5h12 (Mixed Use - General) District. To provide additional certainty to stakeholders and ensure a high-quality bricks-and-mortar outcome, the land use application is supported by a Development Permit prepared by FAAS Architecture, which is currently under review by Administration.

The proposed land use change would enable the development of a three-storey boutique mixed-use building with 16 stacked two-storey townhomes (three-bedrooms and $\pm 1,200\text{ft}^2$ each), $\pm 1,700\text{ft}^2$ of local-scale neighbourhood commercial, 9 resident and 2 visitor vehicle parking stalls, and a minimum of 12 Class I and 2 Class II bicycle parking stalls on site. A common amenity space is also provided for all units, proposing a total of $\pm 157\text{m}^2$ (or $\pm 9.8\text{m}^2$ / unit) of amenity space on site.

SITE SUITABILITY

The subject site is strategically located on a corner parcel along the evolving 24 Avenue NW Corridor, close to transit and a number of local destinations. The accessibility and proximity of alternative and active transportation modes along with daily needs destinations make the subject site especially well suited for the introduction of units that cater to a variety of needs and lifestyles, including Calgarians that opt for vehicle-reduced or vehicle-free lifestyles. A summary of applicable suitability characteristics is provided below:

Direct Lane Access: The subject site has direct lane access, facilitating a development that orients vehicle access to the rear lane, creating an uninterrupted, pedestrian-friendly streetscape interface along 24 AV NW. Sites with direct lane access minimize traffic friction and maintain movement along main roads, and provide safer, more pedestrian-oriented streetscapes with fewer driveways crossing sidewalks.

Proximity to Local & Primary Transit: The subject site is adjacent to Local Transit Routes 65 (Market Mall/Downtown West) and 105 (Dalhousie Station/Lions Park Station), and Routes 404 (Mount Pleasant) and 414 (14 ST N) are located within ± 375 metres (± 4 min. walk). The Banff Trail LRT Station is ± 725 metres (± 8 -min. walk) from the subject site.

On a Collector or Higher Standard Roadway: The subject site fronts onto both 19 ST and 24 AV NW which are both classified as Collectors and designed to handle higher traffic volumes.



Proximity to Existing Multi-Unit Development: A mix of land uses are present in the immediate area. Land use amendment applications were approved west of the subject site along 24 AV NW in 2019 and 2021 and allow for mixed use and multi-residential development. Other land use districts present along 24 AV NW include Mixed Use - General (MU-1), R-C2, Residential - Contextual Grade Oriented (R-CG), and Multi-Residential - Contextual Grade Oriented (M-CG).

Proximity to Existing Open Spaces / Community Amenities: The subject site allows residents easy access to a variety of local area amenities, including St. Pius X, Branton, William Aberhart, and Capitol Hill Schools, Confederation Park, Capitol Hill and Banff Trail Community Associations, as well as the University of Calgary Major Activity Centre to the west.

Proximity to Corridor or Activity Centre: The subject site is located ±860 metres west (±11-min. walk) from a Major Activity Centre, which includes the University of Calgary, Foothills Medical Centre, Calgary Cancer Centre, Alberta Children's Hospital and McMahon Stadium.

TRANSPORTATION & PARKING CONSIDERATIONS

The application proposes to implement the Land Use Bylaw's *Reduction for Bicycle Supportive Development* (Policy 1354), reducing the required vehicle parking stalls by 25% for a total of 9 resident, 2 visitor, and 0 commercial stalls; thereby increasing the required Class I bicycle parking stalls from 0 to 12, in addition to 2 Class II bicycle parking stalls for a total of at least 14 bicycle parking stalls on-site.

This bicycle supportive development is conveniently located to take advantage of the streetscape improvements currently underway along the 24 AV NW Corridor, which include a designated on-street bike lane. Therefore, the development vision and site's strategic location will allow future residents the option to live a vehicle-free lifestyle in an amenity-rich neighbourhood with access to community destinations, transit service, and alternative mobility options like walking and cycling.

CITY-WIDE POLICY ALIGNMENT

Through contemporary city-wide plans, The City of Calgary has placed policy priority on building complete and resilient communities that make sustainable and efficient use of limited resources like land, energy, infrastructure, services and municipal funding capital. These contemporary realities and their implications are directly reflected in the city-wide policies of the Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP).

The development vision is consistent with the city-wide goals and policies of these plans, which encourage the development of innovative and varied housing options like ground-oriented townhomes in established communities, more efficient use of infrastructure, and more compact built forms in locations with direct and easy access to transit, shopping, schools and other community services.

LOCAL AREA POLICY ALIGNMENT

The project site is located within the boundaries of the Banff Trail Area Redevelopment Plan (ARP), a Local Area Plan approved in 1986. In 2016, the ARP was amended as a result of Council's 2013 direction for City Administration to work with the Banff Trail Community Association and other local stakeholders to identify areas for modest intensification, consistent with the policies of The City's overarching strategic policy documents – the Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP), which identify the community of Banff Trail as a key location for new growth within the city.

The Banff Trail ARP locates the site within the "Medium Density Low-Rise" land use policy area, which outlines a vision for medium-density residential development at a maximum building height of up to 4 storeys or 12m. While commercial is not currently supported in this location by the ARP, it's worth noting that the subject site is situated just one block outside of the North Hill Communities Local Area Plan (NHCLAP), which identifies the section of 24 AV NW directly east of the site as within the 'Neighbourhood Connector' Urban Form Category, which supports the development of local commercial uses to serve nearby residents.



Recognizing an opportunity to provide greater community amenity, the application proposes an ARP amendment to allow for local neighbourhood-scale commercial uses along the 24 AV NW corridor.

24 AV NW CORRIDOR REDEVELOPMENT

The development proposal is situated within a context of significant growth and change. Following policy updates to the Banff Trail ARP and the implementation of the NHCLAP, the 24 AV NW corridor is witnessing significant uptake in redevelopment interest and applications activity, coinciding with a number of City-led investments to local infrastructure described as the Banff Trail Area Improvements Project. If approved, this application will contribute to this redevelopment and growth along the 24 AV NW corridor, providing a sensitive transition between residential development in the community to the Major Activity Centre to the west.

APPLICANT-LED OUTREACH

Eagle Crest Construction is committed to being a good neighbour and working with surrounding community members throughout the application process. As part of that commitment, Eagle Crest Construction and the project team have undertaken a comprehensive outreach process in support of this application to ensure a clear and transparent process for all community members. Members like the Banff Trail Community Association and Ward 7 Councillor's office were invited to participate in our process, which focused on informative and fact-based engagement and communications.

Custom On-Site Signage: *Installed at time of submission. Updated Aug. 2022 & Mar. 2023.*
To supplement required City of Calgary notice signage, the project team deployed additional on-site signage that notified neighbours and surrounding community members of a proposed land use change. The custom on-site signage was updated in both August 2022 and March 2023, following revisions to the application made in response to feedback heard through the outreach process. The signage outlined the proposed change and directed interested parties to get in touch with the project team via a dedicated email inbox and phone line.

Neighbour Letters: *Delivered to ±200 area residents at submission and updated Mar. 2023.*
Paired with on-site signage, letters were hand-delivered to ±200 surrounding area neighbours and adjacent property owners to outline the proposed change and ultimate development vision for the subject site and directed interested parties to get in touch with the project team via a dedicated phone line and email inbox. All inquiries, questions, and comments were received, compiled, and responded to by the project team in a timely manner.

CONCLUSION

The proposed Land Use Redesignation is in keeping with the city-wide goals and policies of the *Municipal Development Plan* and will facilitate a development vision that introduces new and innovative housing and local neighbourhood-scale commercial options for Calgarians looking to live, work, and shop in established communities that enjoy excellent access to transit, existing infrastructure and local destinations. For the reasons outlined above, we respectfully request Administration's, Calgary Planning Commission's, and Council's support for this application.