

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northwest community of Banff Trail, at the northeast intersection of Cascade Road NW and Capitol Hill Crescent NW. The corner site is approximately 0.08 hectares (0.19 acres) in size and is approximately 22 metres wide by 38 metres deep. The site is bounded on the south by Cascade Road NW, and on the west and north side by a residential lane.

Surrounding sites are designated as the Residential – Contextual One / Two Dwelling (R-C2) District. The existing low density developments in proximity are primarily single detached dwellings, but also include a semi-detached dwelling to the south of the subject parcel. Presently, the site is developed with a single detached dwelling with an attached garage that is accessed from Cascade Road NW.

The subject site is approximately 400 metres (a five-minute walk) from the University Light Rail Transit (LRT) Station.

In addition to the University of Calgary, which is 450 metres (a six-minute walk) to the northwest, there are three grade schools near the site:

- William Aberhart High School (grades 10 to 12) is 450 metres (a six-minute walk) to the east;
- Banff Trail School (kindergarten to grade five) is 500 metres (a six-minute walk) to the northeast; and
- Branton School (grades six to nine) is 1500 metres (an 18-minute walk) to the southeast.

The following parks are situated in close proximity to the site:

- Cathedral Road Park is 300 metres (a four-minute walk) to the north;
- Close Park is 450 metres (a five-minute walk) to the northwest;
- West Confederation Park is 900 metres (an 11-minute walk) to the east;
- Exshaw Park is 750 metres (a nine-minute walk) to the southeast; and
- Foothills Athletic Park is 1100 metres (a 15-minute walk) to the south.

## Community Peak Population Table

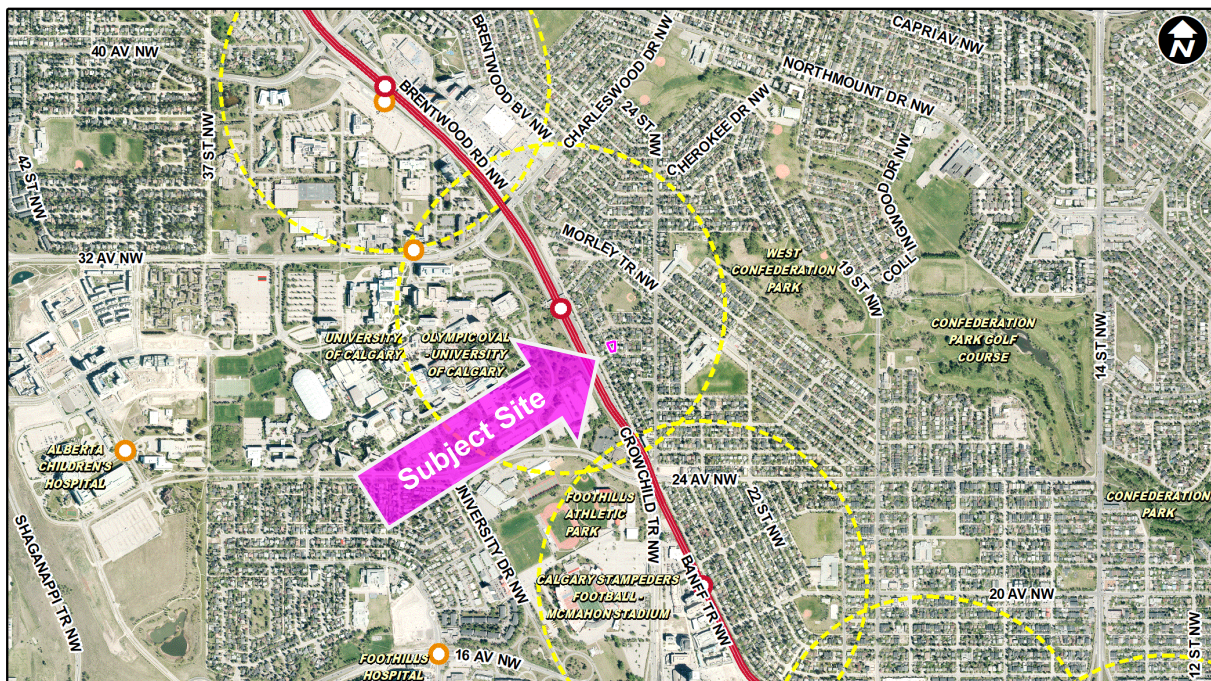
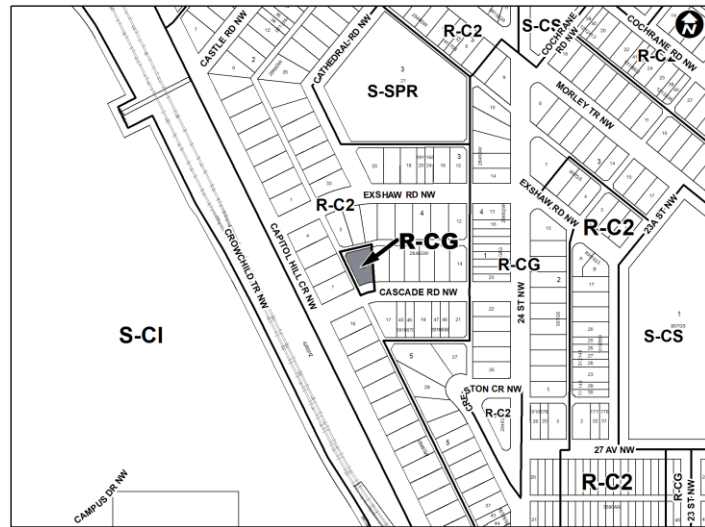
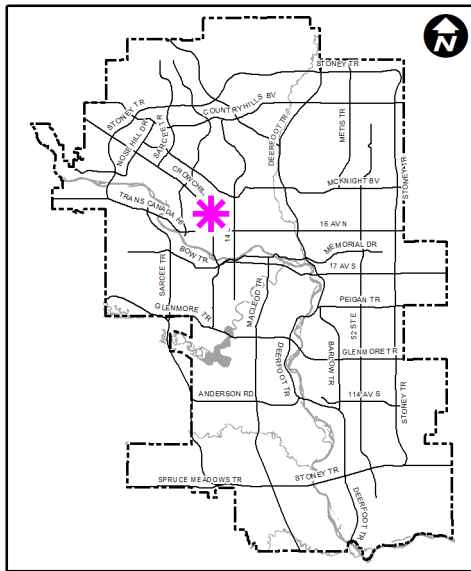
As identified below, the community of Banff Trail reached its peak population in 1968, and the population has decreased since then.

<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%

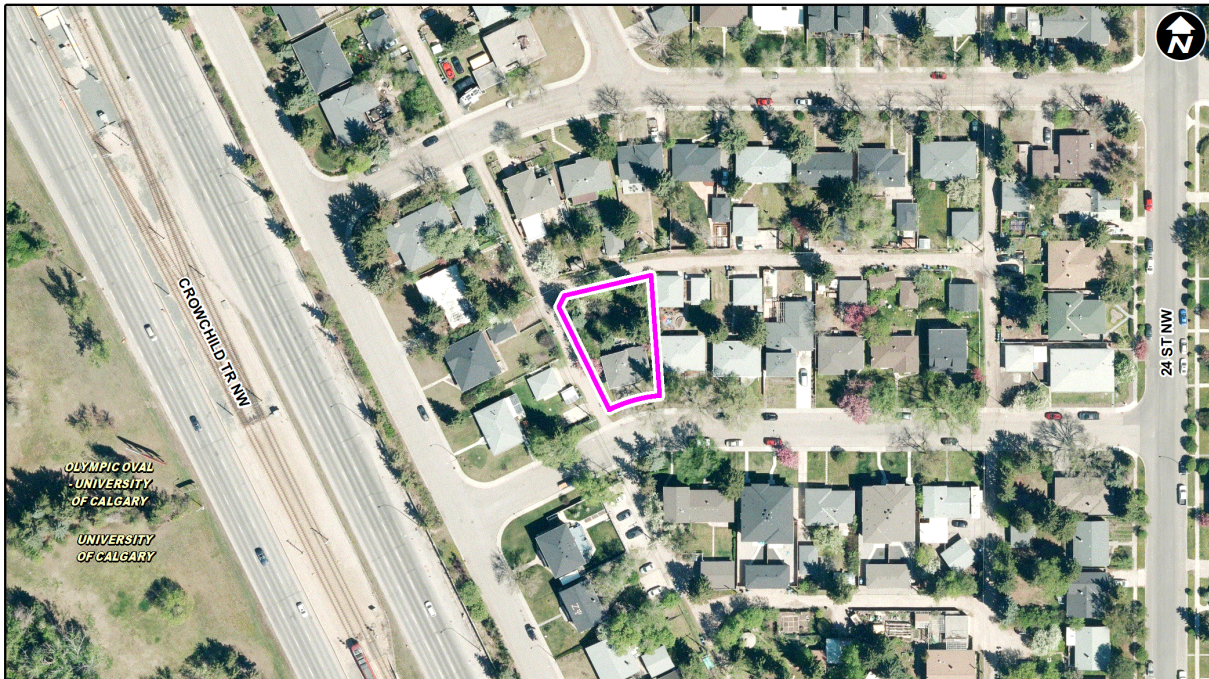
Source: *The City of Calgary 2019 Civic Census*

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 Residential – Contextual One / Two Dwelling (R-C2) District is primarily for single detached, semi-detached, duplex dwellings, and secondary suites. The R-C2 District allows for a maximum building height of 10 metres and a maximum of two dwelling units. Secondary suites are permitted uses within the R-C2 District.

The proposed Residential – Grade-Oriented Infill (R-CG) District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses, and rowhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare. Based on the subject site parcel area, this would allow up to five dwelling units.

Secondary suites (one backyard suite or one secondary suite per dwelling unit) are also allowed in the R-CG District, and do not count towards allowable density. The parcel would require 0.5 parking stalls per dwelling unit and per secondary suite.

### Development and Site Design

If approved by Council, the rules of the proposed R-CG District would 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 will be considered through the development permit process include, but are not limited to:

- green building and climate resiliency mitigation and adaptation considerations;
- layout and configuration of dwelling units;
- engaging interface along Cascade Road NW frontage;
- parking provision and access from lane;
- mitigation of shadowing, privacy, and overlooking; and
- appropriate location of landscaping and amenity space.

### **Transportation**

Pedestrian access to the site is available from the existing sidewalk along Cascade Road NW. There is an existing on-street bikeway (Capitol Hill Crescent NW) approximately 50 metres to the southwest. Pending redevelopment of the subject parcel, vehicular access will only be permitted to and from the adjacent residential lane. On-street parking is restricted through a 24/7 residential parking permit on Cascade Road NW.

The site is well served by Calgary Transit. The University LRT Station is 400 metres to the northwest, a five-minute walk. A bus stop is located on 24 Street NW for northbound Route 65 (to Market Mall), and another bus stop is located on Morley Trail NW for eastbound Route 65 (to Downtown West), both to the northeast from the subject parcel (450 metres, a six-minute walk).

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

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, storm, and sanitary sewer mains are available to service the subject site. Details of site servicing, as well as appropriate stormwater management, will be considered and reviewed as part of a development permit review stage.

## **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 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 parcel is located within the 'Residential – Developed – Inner City' area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit, and delivers small and incremental benefits to climate resilience.

The proposal aligns with the relevant MDP policies as the R-CG District is a low-density residential district that provides for a modest increase in density in a form that is sensitive to existing residential development in terms of height, scale, and massing.

### **Calgary Climate Strategy (2022)**

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

### **Banff Trail Area Redevelopment Plan (Statutory – 1986)**

The subject parcel is currently located within the Low Density Residential area, as identified on Figure 2: Land Use Plan of the [Banff Trail Area Redevelopment Plan](#) (ARP). 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. The policy indicates that existing low density built form (single and semi-detached housing) should continue within this area.

Because the R-CG district is recognized as a Low Density District, Administration is satisfied that the proposed application aligns with the intent of the overall objectives of the Banff Trail ARP. However, an amendment to Low Density Rowhouse on Figure 2: Land Use Plan (Attachment 2) is required to accommodate rowhouses and townhouses in addition to the existing single and semi-detached built form. Administration believes the proposed amendments are consistent with the MDP, and the planned context of the area.

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. New development should be low density grade-oriented residential development such as rowhouse buildings, duplex dwellings, semi-detached dwellings, single-detached dwellings. This site may act as a buffer between the Medium Density Low-Rise areas and the Low Density Residential areas surrounding the site.