

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Banff Trail at corner of Halifax Crescent NW and 20 Avenue NW. The parcel is approximately 0.06 hectares (0.14 acres) in size and is approximately 17 metres wide and 36 metres deep. The original dwelling and detached garage were demolished in 2024 and the site is currently vacant.

Surrounding development consists primarily of single detached dwellings and a rowhouse development located northeast of the subject site. Parcels located further east of the subject site are designated Commercial – Neighbourhood 2 (C-N2) District and Multi-Residential – Contextual Low Profile (M-C1) District. The site has good access to parks and open space, schools, and primary transit service. Nearby schools include:

- Branton School, approximately 220 metres southeast (a three-minute walk);
- Capitol Hill School, approximately 650 metres east (an 11-minute walk); and
- St. Pius X School, approximately 750 metres east (a 12-minute walk).

Banff Trail LRT Station is approximately 400 metres (a six-minute walk) west of the subject site and is also located approximately 300 metres (a five-minute walk) from the 16 Avenue NW Urban Main Street. The subject site is also well serviced by public transit along 19 Street NW, 20 Avenue NW and 16 Avenue NW where the MAX Orange Brentwood/Saddletowne stop is located.

Many parcels in Banff Trail are subject to a restrictive covenant registered in 1952, restricting development on the affected parcels to single and semi-detached dwellings. These covenants, registered against individual properties and/or entire subdivision plans, were used as an early planning tool before municipalities adopted land use bylaws and other planning legislation designed to govern land development. While these restrictive covenants are not binding on Council or Administration in making land use or development permit decisions, they present a potential impediment to redevelopment at the time of construction should another landowner choose to enforce the restrictive covenant.

Community Peak Population Table

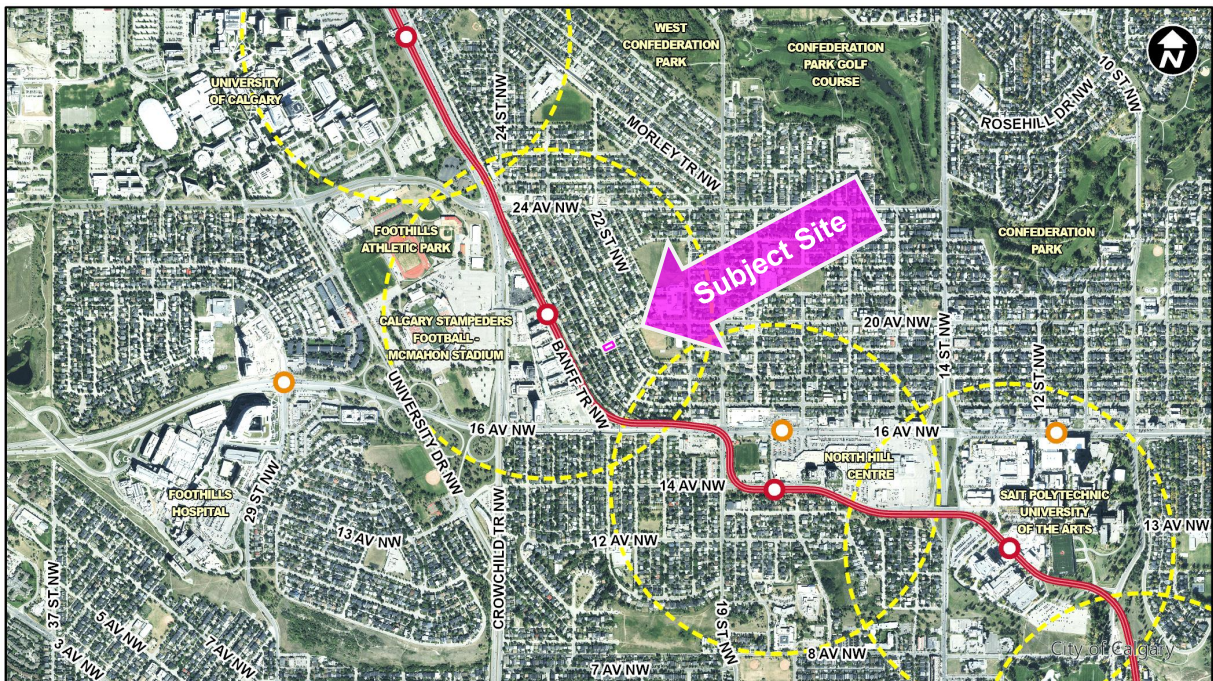
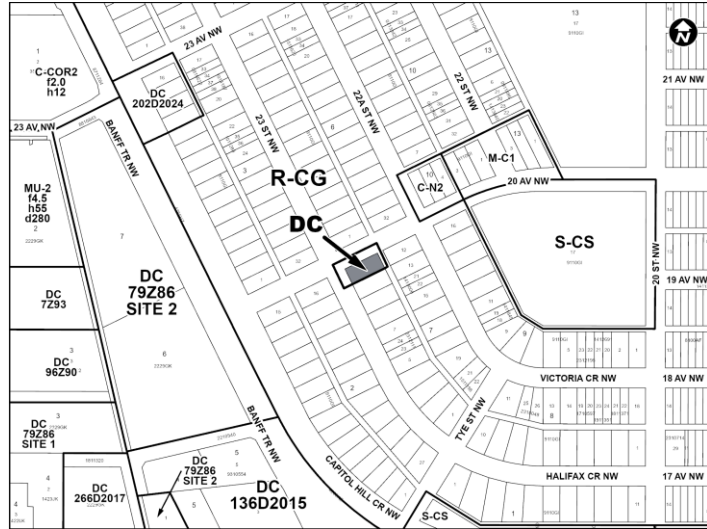
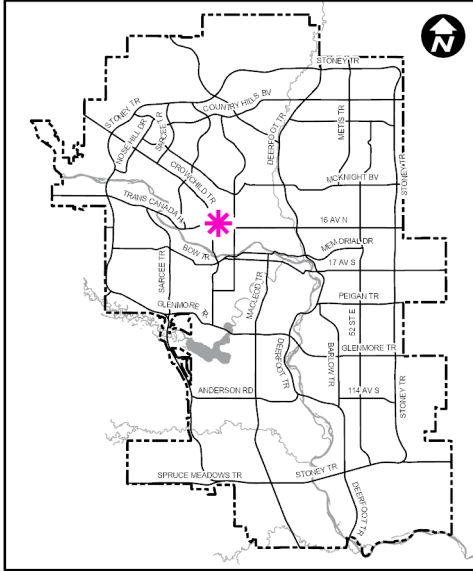
As identified below, the community of Banff Trail reached its peak population in 1968.

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

In 2013, Council directed Administration to work with interested parties to identify potential areas for modest intensification in Banff Trail. As a result of this direction, the *Banff Trail Area Redevelopment Plan* (ARP) was amended in 2016 to include several new typologies, including Low Density Rowhouse. The Low Density Rowhouse typology was applied to numerous sites, including the subject parcel.

In 2017, Council approved a City-initiated redesignation (Bylaw 269D2017) to several blocks along strategic corridors in Banff Trail, resulting in current designation of the Residential – Grade-Oriented Infill (R-CG) District. This action supported the implementation of the Land Use Plan (Figure 2 – Land Use Plan) in the ARP.

In 2019 September, Council amended the ARP (Bylaw 56P2019) to remove the Special Study Area overlay from the intersection of Crowchild Trail NW and 24 Avenue NW. The amendment supported redevelopment in alignment with the goals and objectives of the ARP where there was conflict with a restrictive covenant that limited development to one or two dwelling units.

Planning Evaluation

Land Use

The existing Residential – Grade-Oriented Infill (R-CG) District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, rowhouses and townhouses. 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 four dwelling units with the ability for secondary suites.

The proposed land use district is a Direct Control (DC) District, based on the R-CG District. The intent of the DC is to allow for development that requires a minimum density of 50 units per hectare (minimum of three dwelling units) and maintains the maximum density of 75 units per hectare (maximum four dwelling units). The DC District also excludes Single Detached Dwelling, Contextual Single Detached, Semi-detached Dwelling, Contextual Semi-detached Dwelling, Duplex Dwelling and Cottage Housing Cluster uses.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration. The use of a Direct Control District is necessary to allow for the applicant's proposed development due to the unusual site constraint created by the restrictive covenant on title, which limits development to a "Single or Two Family dwelling house and a private garage". The existence of the restrictive covenant prevents the landowners from developing their land in accordance with the approved R-CG District and the policies of the ARP.

This proposal specifically enables the applicant's intended four-unit rowhouse development, while maintaining the R-CG District base to ensure development is compatible with other forms of low-density residential development. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District supports redevelopment that aligns with The City's approved policy goals and investments, expressed through the *Municipal Development Plan* (MDP) and the ARP. It also ensures that the ARP can be implemented the way it was envisioned.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 of the DC District Bylaw. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC rule is to ensure that rules regulating aspects of development that are not specifically regulated by the DC can also be relaxed in the same way that they would be in a standard district.

Development and Site Design

If approved by Council, the rules of the R-CG District (referenced in the proposed DC District) as well as the policies of the MDP and ARP will provide guidance for redevelopment, with the exception that single detached and semi-detached dwellings will no longer be allowed in the approved DC District, and development must provide a minimum of three dwelling units (or 50 units per hectare).

The approved development permit for this site (DP2023-05562) satisfies the minimum density requirements of the proposed DC District, and a new development permit would not be required if this land use amendment is approved.

Transportation

Pedestrian access to the site is available from the existing sidewalks along Halifax Crescent NW and 20 Avenue NW. Existing on-street bikeways, part of the current Always Available for All Ages and Abilities (5A) Network, are located along 22 Street NW and 24 Avenue NW, supporting access to and from the site by alternative transportation modes.

The subject site is well served by Calgary Transit Service and has direct and convenient access to Banff Trail Light Rail Transit (LRT) Station, approximately 400 metres northwest of the site (a

four-minute walk). Bus routes are also available on 19 Street NW with southbound and northbound stops located within 500 metres, or a six-minute walk from the site (Routes 414 – 14 Street Crosstown and 105 – Dalhousie Station/Lions Park Station). The subject site is also located approximately 300 metres (a five-minute walk) from the 16 Avenue NW Urban Main Street where the MAX Orange Brentwood/Saddletowne stop is located. The subject site is also well serviced by public transit along 20 Avenue NW where Route 65 – Market Mall/Downtown West, Route 404 – North Hill and Route 414 – 14 Street Crosstown are located.

Vehicular access to the proposed development is anticipated to be from the rear lane. The subject parcel falls within Residential Parking Permit (RPP) Zone E, and on-street parking is available on 23 Avenue NW and 22 Street NW adjacent to the site.

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

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water 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 the development permit review stage.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed 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 applicable MDP policies encourage redevelopment and modest intensification of established communities to make more efficient use of existing infrastructure, public amenities and transit, and deliver small and incremental benefits to climate resilience. The proposal is in keeping with the relevant MDP policies.

Calgary Climate Strategy (2022)

The approved development permit linked to this land use amendment does not include any actions that specifically address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#).

Banff Trail Area Redevelopment Plan (Statutory – 1986)

The subject site is located within the Low Density Rowhouse area as identified on Figure 2 - Land Use Plan in the [Banff Trail Area Redevelopment Plan](#) (ARP). The Low Density Rowhouse area is intended to allow for a modest increase in density with a greater variety of housing types. New development should be grade-oriented including rowhouse buildings and therefore, this land use amendment does not require an ARP amendment.

Section 2.1.2(b) of the ARP provides specific direction regarding the potential for conflict between the policy goals of the ARP and the restrictive covenant affecting the subject parcel. Section 2.1.2 - Context in the ARP states the following:

“Many parcels in Banff Trail have a caveat registered against the certificate of title which may restrict development. These restrictions include, but are not limited to, restricting development to one or two-unit dwellings. In some cases, this caveat is not in alignment with the goals and objectives of this Plan and where such conflicts occur, The City of Calgary supports the direction of this Plan.” (Bylaw 56P2019)

The proposed land use amendment is in alignment with the ARP.

South Shaganappi Communities Local Area Planning Project

This site is located in Area 13 (South Shaganappi Communities), which includes Banff Trail and surrounding communities. Administration is currently developing the [South Shaganappi Communities Local Area Planning Project](#). Planning applications are being accepted for processing while the project is in progress, however, applications are being reviewed using existing legislation and Council approved policy only, including the existing *Banff Trail Area Redevelopment Plan* (ARP). This proposal is in alignment with the applicable urban form category and building scale modifier for the subject site in the draft *South Shaganappi Communities Local Area Plan* (LAP).