

Background and Planning Evaluation

Background and Site Context

The subject site is a midblock parcel located in the northwest community of Banff Trail at 2435 – 23 Street NW. The site is approximately 0.06 hectares (0.14 acres) in size. The parcel is currently developed with a single detached dwelling and detached garage, accessed from the rear lane. The site is approximately 15 metres wide by 36 metres deep, fronting onto 23 Street NW.

Surrounding development is designated as Residential – Grade-Oriented Infill (R-CG) District and consists primarily of low density single detached dwellings. A semi-detached dwelling is being developed on the neighbouring property to the south, and another semi-detached dwelling is located directly across the street from the subject property.

The site is approximately 300 metres (a five-minute walk) from the Banff Trail LRT Station. Foothills Athletic Park, McMahon Stadium and University of Calgary campus are approximately 700 metres (a 12-minute walk) to the west of the site. Located approximately 800 metres (a 13-minute walk) south of the site is 16 Avenue NW, an Urban Main Street.

There is a restrictive covenant on the site registered in 1952 which restricts development to single detached, semi-detached and duplex dwellings. Restrictive covenants are not binding on Council or Administration in making land use or development permit decisions. However, they do present a potential impediment to redevelopment if, at the time of construction, another landowner, who is also subject to the restrictive covenant, should be successful in enforcing it.

Community Peak Population Table

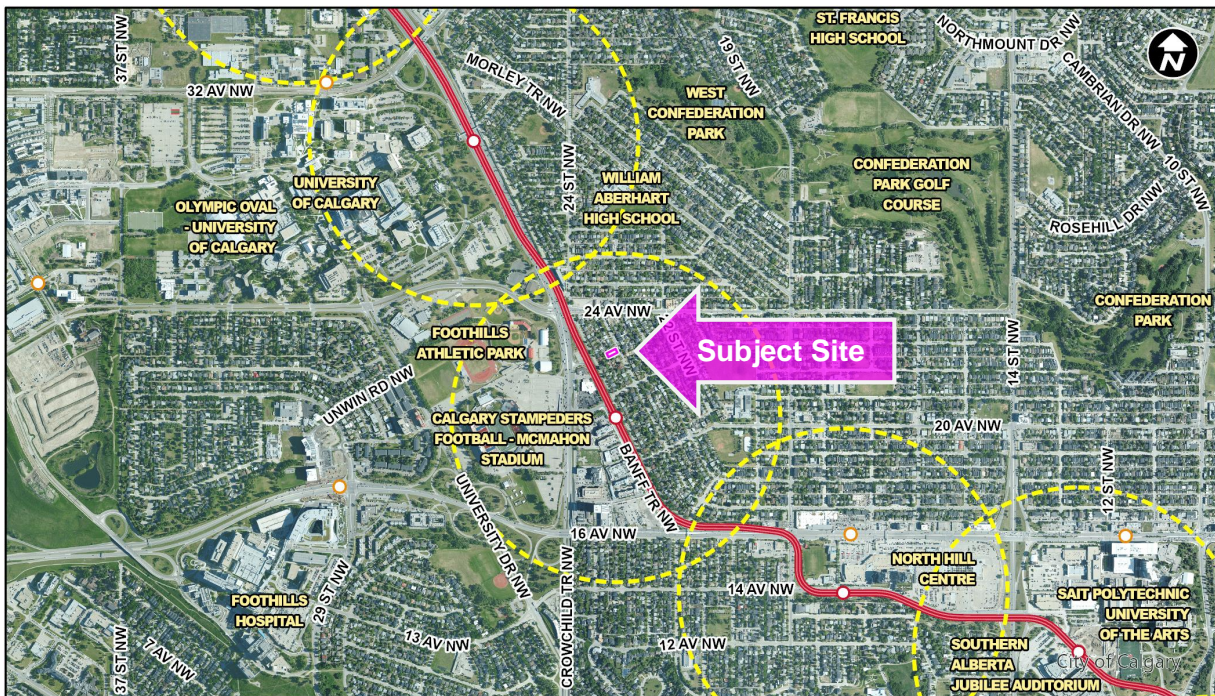
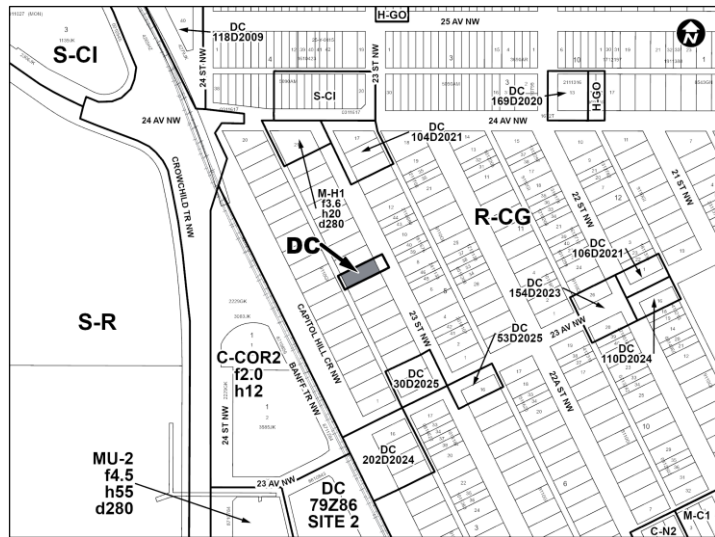
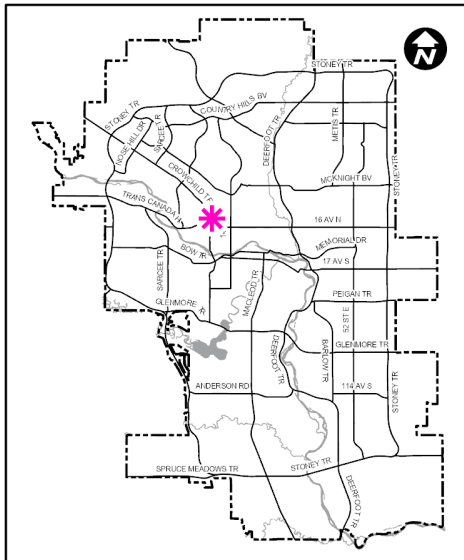
As identified below, the community of Banff Trail reached its peak population in 1968.

Banff Trail	
Peak Population Year	1968
Peak Population	4,883
2019 Current Population	4,153
Difference in Population (Number)	-730
Difference in Population (Percent)	-14.95%

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 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 for up to four dwelling units with optional secondary suites, which do not count towards allowable density.

The proposed Direct Control (DC) District is based on the R-CG District. The intent of the DC District is to allow for development that requires a minimum of three dwelling units and a maximum of 4 dwelling units, based on the R-CG District density of 75 units per hectare. The DC District removes Contextual Single Detached Dwelling, Contextual Semi-detached Dwelling, Single Detached Dwelling and Duplex Dwelling uses for the site.

Pursuant to Section 20 of the Land Use Bylaw 1P2007 (LUB), DC Districts must only be used for the purpose of providing for developments that due to their unique characteristics, innovative ideas or unusual site constraints, require specific regulation unavailable in other land use districts. Furthermore, DC Districts must not be used in substitution of any other land use district in the LUB that could be used to achieve the same result either with or without relaxations.

As the applicant's intent is to create a district with a minimum density and remove certain uses, the proposed DC District does align with Section 20 of the LUB in that there are no low density

residential stock districts which accommodate the proposal. However, Administration is not supportive of the use of the DC District as it is not needed to accommodate the intended development. The existing R-CG District already allows the specific semi-detached development approved on site.

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 District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District 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 proposed DC District and the LAP would provide guidance for any future redevelopment of the site. The approved development permit (DP2025-04755) includes details with respect to site access, parking, landscaping, and waste and recycling management.

Transportation

Pedestrian access to the site is available from the existing sidewalk along 23 Street NW. Existing on-street bikeways are available on 24 Avenue NW and Capitol Hill Crescent NW, providing access to the Always Available for All Ages and Abilities (5A) Network within 150 metres from the site.

The subject site is approximately 300 metres (a five-minute walk) from the Banff Trail LRT Station. A bus stop on 16 Avenue NW, approximately 950 metres (a 16-minute walk) is located southeast of the site serving Route 19 (16 Avenue North), Route 40 (Crowfoot Station/North Hill), Route 91 (Foothills Medical Centre) and Max Orange Route 303 (Brentwood/Saddletowne).

On street parking is available on 23 Street NW, and is restricted to two hours from 0700 to 2300 from Monday to Friday under Residential Parking Zone E.

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

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary and storm services are available to the site. Details of site servicing, as well as appropriate stormwater management were considered and reviewed as part of the approved development permit application.

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.

Municipal Development Plan (Statutory – 2009)

The site is within the Developed Residential – Inner City area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). These areas are comprised of residential communities that were primarily subdivided and developed prior to the 1950s.

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.

Calgary Climate Strategy (2022)

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant has proposed the installation of an electric-vehicle-ready wiring/conduit in line with the actions set out in Program Pathway F: Zero emission vehicles – Accelerate the transition to zero emissions vehicles.

South Shaganappi Communities Local Area Plan (Statutory – 2025)

The [South Shaganappi Communities Local Area Plan](#) (LAP) identifies this site as Neighbourhood Local urban form category in accordance with Map 3: Urban Form. Neighbourhood Local areas are characterized by a range of housing types that consider the context of the local built form. The site is also located within the Mid building scale which allows up to 12 storeys in accordance with Map 4: Building Scale, and in accordance with Figure 9: Banff Trail Station Area, the subject site is located within the Banff Trail Core Zone. The Banff Trail Station Area is envisioned to accommodate mixed-use development that supports transit infrastructure. Core Zones are envisioned to have the highest pedestrian activity and building scale.

Section 4.2(t) of the LAP also provides specific direction in cases where there is conflict between the policy direction of the LAP and a restrictive covenant affecting this site, noting that: “Some parcels in the Plan Area may have registrations on the certificate of title, called restrictive covenants, which may restrict development. These restrictions may include, but are not limited to, restricting development to one or two-unit dwellings. Where the restrictive covenant is not in alignment with the goals and objectives of this Plan, The City of Calgary supports the direction of this Plan.”

Given the aspirational building scale and transit station area policies, Mid (up to 12 Storeys) and Core Zone, the LAP supports a wide-range of housing types to increase the intensity of the subject site. However, given the existing context of the neighbourhood, and in alignment with the Neighbourhood Local policies, single detached, semi-detached and duplex dwellings may also be an appropriate building form on the site. The existing R-CG District already enables the intended development in alignment with the LAP. Given the LAP supports a wide-range of housing forms and does not prescribe a minimum density for this property, the proposed DC District, to restrict allowable uses and establishes a minimum density, is not in alignment with the LAP. Therefore, Administration does not support this application and is recommending refusal.