

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Banff Trail at the corner of 24 Avenue NW and 23 Street NW. The site is approximately 0.11 hectares (0.27 acres) in size and is approximately 38 metres wide by 30 metres deep. The parcel is currently developed with a single detached dwelling with a detached garage.

Surrounding development is generally characterized by a mix of low density residential, commercial, special purpose and direct control districts. Parcels surrounding the development are designated as Residential – Grade-Oriented Infill (R-CG) District. Directly east of the site is designated as a Direct Control (DC) District ([Bylaw 104D2021](#)) that allows mixed use and multi-residential development. Parcels located to the north and west of the site are designated as special purpose districts including Special Purpose – Community Institution (S-CI) District and Special Purpose – Recreation (S-R) District. While parcels to the south are designated as Commercial – Corridor 2 (C-COR2) and a variety of DC Districts surrounding the Banff Trail Transit Station Area.

The site is located near public transit, recreational and institutional opportunities. The parcel has a frontage along 23 Street NW which provides direct access to the Banff Trail Light Rail Transit (LRT) Station which is approximately 400 metres southwest (a seven-minute walk) away. The University of Calgary Campus and McMahon Stadium are approximately 650 metres (an 11-minute walk) north and west of the site.

Community Peak Population Table

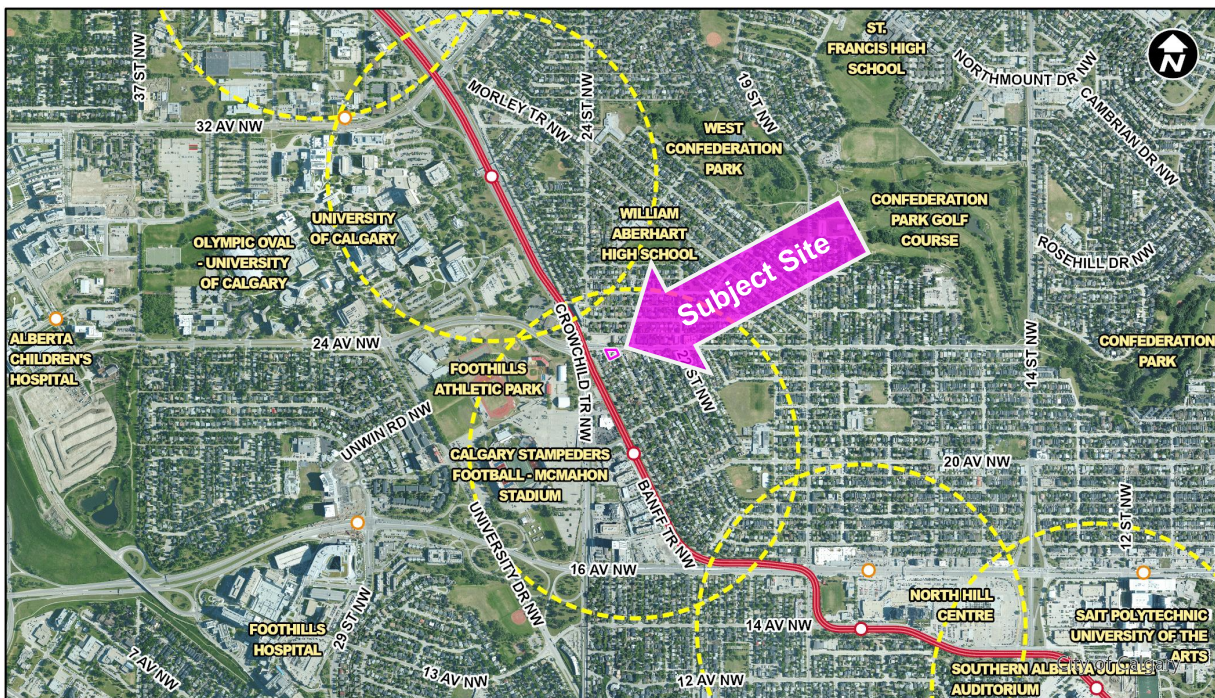
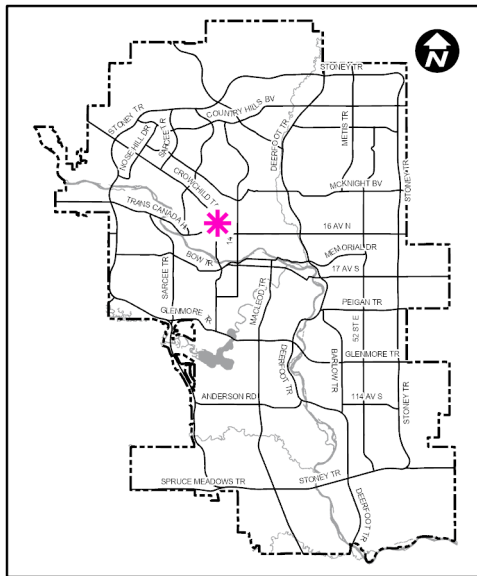
As identified below, the community of Banff Trail reached its peak population in 1968.

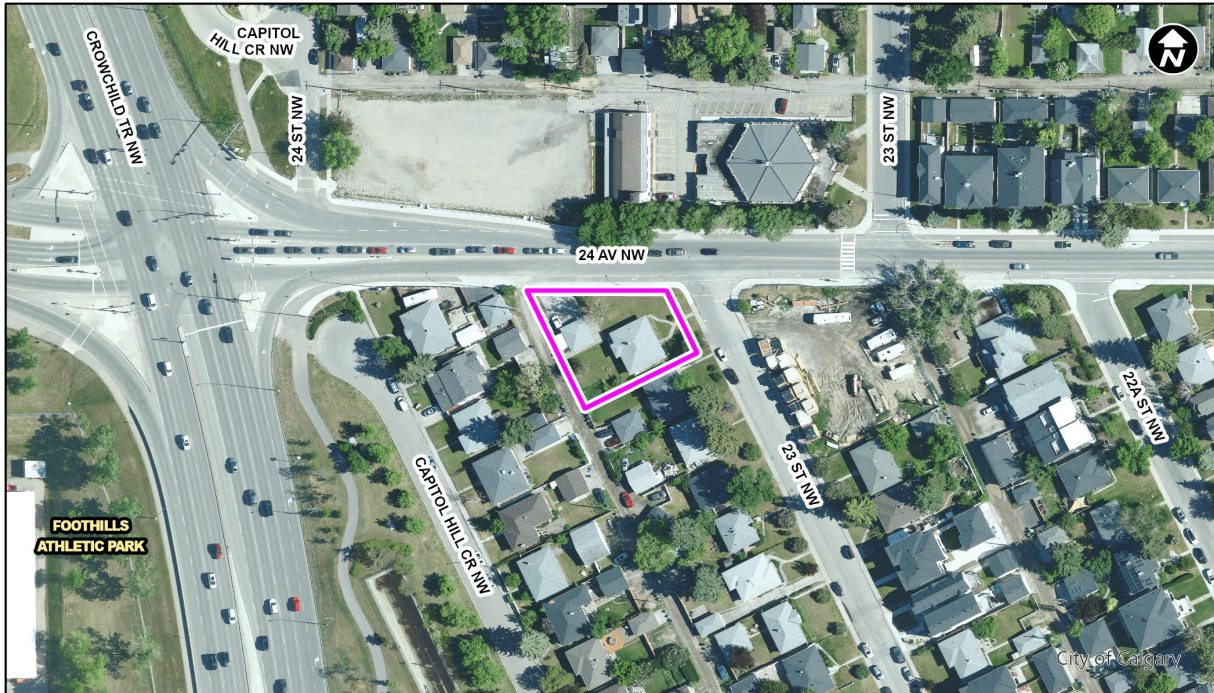
Banff Trail	
Peak Population Year	1968
Peak Population	4,883
2019 Current Population	4,153
Difference in Population (Number)	- 730
Difference in Population (Percent)	- 14.9%

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

None.

Planning Evaluation

Land Use

The existing Multi-Residential – High Density Low Rise (M-H1) District accommodates multi-residential development in variety of forms and is typically located near community nodes, transit and transportation corridors. The current M-H1 District has modifiers that allow a maximum floor area ratio (FAR) of 3.6, a maximum building height of 20 metres (approximately five to six storeys) and a maximum density of 280 units per hectare.

The proposed Direct Control (DC) District is based on the Multi-Residential – High Density Medium Rise (M-H2) District. The proposed DC District will allow for a maximum building height of 26.0 metres (approximately six to eight storeys) and a minimum density of 150 units per hectare, with no maximum density. The intent of the DC District is to establish specific rules for setbacks and building height and exclude specific uses on the site. The setback rules allow for no minimum building setback with a street or a lane and a minimum 3.0 metre building setback from a property line shared with another parcel. Additionally, the DC District excludes Secondary Suite, Backyard Suite, Duplex Dwelling, Semi-detached Dwelling and Single Detached Dwelling uses.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a Direct Control District is necessary to provide for the applicant's proposed development due to unusual site constraints caused by the triangular shape of the parcel along with the reduced frontage along 23 Street NW. The use of a

DC District with allow for the applicant's intended built form, which could not be achieved through the use of a standard land use district in the Land Use Bylaw.

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. The DC District also includes a rule that allows the Development Authority to relax Sections 8, 9(2) and 9(3) of the DC District Bylaw. This is to allow for flexibility for building setbacks and chamfers at the development permit approval stage.

Development and Site Design

A development permit (DP2025-05477) for a multi-residential building is currently being reviewed by Administration. The review of the development permit will include a review of the proposed land use, maximum building height, building massing, landscaping and parking provisions to ensure alignment with applicable policies and design guidelines. Based on the site's location within a Transit Station Core Zone, additional considerations will be addressed through the development permit process including interface with adjacent developments, pedestrian connectivity and transit supportive site planning.

Transportation

Pedestrian access is available from the existing sidewalks on 23 Street NW and 24 Avenue NW. Vehicle access to the site is available from the rear lane. On-street parking is restricted along 23 Street northbound and southbound (2 hours, 7:00 a.m. – 11:00 p.m., Monday to Friday) and no on-street parking is allowed along 24 Avenue NE both directions adjacent to the proposed development.

Existing on-street bikeways, which are part of the current Always Available for All Ages and Abilities (5A) Network, are situated along 22 Street NW, 20 Avenue NW, 24 Avenue NW, Capitol Hill Crescent NW and an existing pathway along Crowchild Trail NW. These bikeways facilitate access to and from the site by supporting alternative modes of transportation.

The subject site is well served by public transit and has direct access to Banff Trail LRT Station, approximately 400 metres southwest of the site (a seven-minute walk). The subject site is approximately 700 metres south (a 12-minute walk) from Route 65 (Market Mall/Downtown West) located along Morley Trail NW eastbound at 24 Street NW. In addition, it is approximately 900 metres east (a 15-minute walk) from a bus stop located along University Drive NW northbound at 24 Avenue NW with access to Route 9 (Dalhousie Station/Chinook Station), Route 19 (16 Avenue North), Route 20 (Heritage Station/Northmount Dr N), Route 90 (Bridgeland/University of Calgary) and Route 104 (Sunnyside/University of Calgary).

Vehicular access to the proposed development is anticipated to be from the rear lane. A parking study was 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 the site servicing, as well as appropriate stormwater management will be considered and reviewed as part of any 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 subject site is located within the Developed – Residential Inner City area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The proposal contributes to achieving applicable MDP policies that encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit, while delivering modest and incremental benefits to climate resilience.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies are being explored and encouraged through the review of the development permit.

South Shaganappi Communities Local Area Plan (Statutory – 2025)

The [South Shaganappi Communities Local Area Plan](#) (LAP) designates this site as part of the Neighbourhood Connector urban form category, as referenced in (Map 3: Urban Form). Neighbourhood Connector areas are predominantly residential, with provisions for a variety of work-live units and home-based businesses. Additionally, the site falls within the Mid building scale designation, which permits development of up to 12 storeys, as outlined in Map 4: Building Scale.

The subject site is within the Banff Trail Core Zone (Figure 9: Banff Trail Station Area). The Banff Trail LRT Station connects the University of Calgary, Foothills Athletic Park, and the Banff Trail community. These areas are envisioned to accommodate mixed-use development that supports transit infrastructure and promotes a walkable, well-connected neighbourhood. As such, the proposed land use amendment is in alignment with the applicable policies of the LAP.