

# PROPOSED

CPC2019-0197  
ATTACHMENT 1

## BYLAW NUMBER 22P2019

### BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE BANFF TRAIL STATION AREA REDEVELOPMENT PLAN BYLAW 16P2011

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**WHEREAS** it is desirable to amend the Banff Trail Station Area Redevelopment Plan Bylaw 16P2011, as amended;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26, as amended:

**NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:**

1. The Banff Trail Station Area Redevelopment Plan attached to and forming part of Bylaw 16P2011, as amended, is hereby further amended as follows:

(a) In Section 3.1.3, delete 3.1.3.4 and replace it with the following text:

“Any redevelopment above 3.0 FAR should create additions to the complete mobility network (pedestrian, bicycle and automotive) through the use of land purchases, exchanges, or voluntary land dedication provided for in the bonus system established in Section 4.2.3.5 of this Plan.”

(b) In Section 3.1.3, after 3.1.3.4, add the following text and renumber accordingly:

“3.1.3.5  
Where new development is proposed, increased building setbacks should be provided to protect for land identified conceptually in Figure 8b so that new buildings are not constructed in areas to be acquired to implement the future mobility network. Building setbacks should be established on a site-by-site basis through a Direct Control Bylaw and be subject to Transportation review and approval.”

(c) In Section 4.2.3, after 4.2.3.4, add the following text:

#### **“5. Mobility Network Implementation**

##### **Description:**

A developer may obtain bonus density by dedicating road right-of-way that advances the conceptual mobility network identified in Figure 8b of this Plan.

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## Rationale

As the Banff Trail Station Area transitions to higher intensity development and mobility improvements are made to 16 Avenue NW and Crowchild Trail NW, a new mobility network is desired to provide access to parcels and improve multi-modal mobility within, and through, the plan area. This bonus provision is intended to encourage landowners to add additional buildable floor area where voluntary land dedication to implement the network occurs.

## Eligibility

Any development that is located adjacent to an area identified for the mobility network shown on Figure 8b. The area of land provided as road right-of-way must be transferred to The City as a condition of any development permit.

## Bonus Rate

The allowable bonus floor area will be calculated based on the area of land provided as road right-of-way to The City multiplied by the maximum base floor area ratio identified in Section 3.3 of this plan.

For example, if a development provides 1,000 square metres of land as road right-of-way dedication to The City, and the maximum base floor area ratio is 4.0, then the allowable bonus floor area would be calculated as follows:

Area of road right-of-way dedication x maximum base floor area ratio =  
Allowable Bonus Floor Area  
1,000 square metres x 4.0 = 4,000 square metres

The Approving Authority may consider granting buildable floor area at a rate that exceeds the maximum base floor area ratio for a site where it is of the opinion of the Approving Authority that dedication of the land area would have a disproportionately negative impact on the site's redevelopment. In making this determination, subject to the land use, the Approving Authority should consider the following:

- area of land to be dedicated as a proportion of the overall site area;
- width and depth of land to be dedicated in relation to the overall site dimensions;
- site characteristics such as grade or available access points; and
- any other factors the Approving Authority deems relevant.”

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2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

\_\_\_\_\_  
MAYOR

SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK

SIGNED ON \_\_\_\_\_