

**MISCELLANEOUS – 16 AVENUE NORTH URBAN CORRIDOR
AREA REDEVELOPMENT PLAN
CAPITOL HILL, TUXEDO PARK, RENFREW, WINSTON HEIGHTS-
MOUNTVIEW, CRESCENT HEIGHTS, ROSEDALE, HILLHURST
(WARD 7 AND WARD 9)
ONE BLOCK NORTH AND SOUTH OF 16 AVENUE N FROM
14 STREET NW TO 6 STREET NE
BYLAW 24P2017**

EXECUTIVE SUMMARY

This report proposes policy amendments in accordance with Council direction and a number of housekeeping amendments to the 16 Avenue North Urban Corridor Area Redevelopment Plan (16 Avenue ARP). Administration is recommending Council rescind the existing plan and replace with a new ARP to adopt the changes. The amendments are intended to achieve two goals:

1. Implement a Council directed change regarding three (3) privately owned properties southeast of 16 Avenue NW and 10 Street NW; and
2. Clarify the design guidelines for new developments to better align with the Land Use Bylaw and current development practices.

The proposed 16 Avenue ARP retains the vision, land uses, heights, and densities agreed upon and detailed in the existing plan. No City-initiated Land Use Bylaw redesignations are required as a result of these amendments. Enabling development is a primary outcome of these proposed ARP changes. Doing so will accelerate achieving the vision, replace lost population and enable the abutting communities access to an increased range of goods and services.

PREVIOUS COUNCIL DIRECTION

Council direction was provided for the first goal of the amendments described above. This goal relates to updating Plan policies impacting properties on the southeast corner of 16 Avenue NW and 10 Street NW.

At the 2016 June 13 Council meeting, the following motion was carried:

16.4 FEASIBILITY REPORT – (ROSEDALE) – WARD 7 (CLLR. DRUH FARRELL) FILE NO:
1640 10 STREET NW (JM),

LAS2016-58 ADOPT, **Moved by Councillor Farrell, Seconding by Councillor Magliocca**, that with respect to Report LAS2016-57, the following be adopted: That Council:

1. Direct Administration to amend the 16 Avenue North Urban Corridor Area Redevelopment Plan to remove the requirement for 1640 10 Street NW, 1624 Crescent Road NW, 1626 Crescent Road NW and 1632 Crescent Road NW to be developed as a single site in its entirety under one approved concept plan.

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2. Direct Administration to investigate land use amendment options for 1640 10 Street NW, 1624 Crescent Road NW, 1626 Crescent Road NW and 1632 Crescent Road NW.
3. Direct Administration to investigate 16th Avenue and 10th Street intersection modifications which would allow for the bus lay-by to be relocated west from its current location.
4. Keep the Report and Attachments 1, 2 and 3 confidential pursuant to Sections 23(1)(b), 24(1)(a), 24(1)(g) and 25(1)(b) of the Freedom of Information and Protection of Privacy Act.
5. Direct Administration to continue discussion with the property owners on possible consolidation.

CARRIED

These amendments and this report update progress on items 1, 2, 3 and 5. For item 4 the report and attachments remain confidential.

ADMINISTRATION RECOMMENDATION(S)	2017 March 09
That Calgary Planning Commission recommends APPROVAL of the proposed revised 16 Avenue North Urban Corridor Area Redevelopment Plan and REPEAL of the existing 16 Avenue North Urban Corridor Area Redevelopment Plan.	
RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION	
That Council hold a Public Hearing on Bylaw 24P2017; and	
1. ADOPT the proposed 16 Avenue North Urban Corridor Area Redevelopment Plan; and REPEAL the 16 Avenue North Urban Corridor Area Redevelopment Plan (Bylaw 24P2006), in accordance with Administration's recommendation; and	
2. Give three readings to the proposed Bylaw 24P2017.	

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REASON(S) FOR RECOMMENDATION:

The proposed amendments respond to Council's direction to remove the requirement for 1640 10 Street NW, 1624 Crescent Road NW, 1626 Crescent Road NW and 1632 Crescent Road NW to be developed as a single site in its entirety under one approved concept plan.

The clarification of Development Design Guidelines and a new document layout has significantly reduced the size of the 16 Avenue ARP. Upon adoption of the new ARP, all stakeholders, including but not limited to developers, landowners, residents, administration, community associations, Calgary Planning Commission (CPC), and Calgary City Council will be able to more easily and consistently interpret the 16 Avenue ARP.

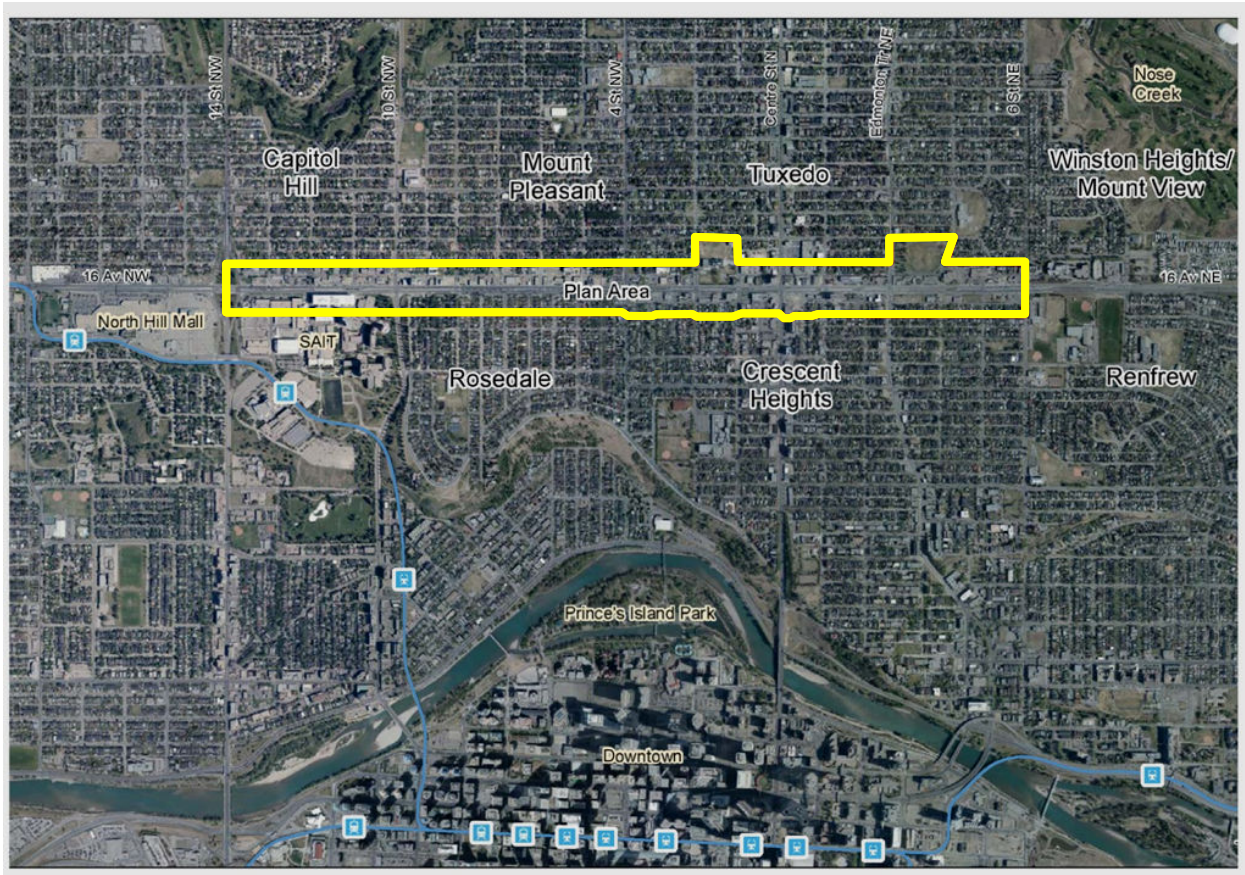
ATTACHMENT

1. Proposed Bylaw 24P2017
2. Proposed 16 Avenue North Urban Corridor Area Redevelopment Plan Document (Schedule A of Bylaw 24P2017)
3. 16 Avenue North Urban Corridor Area Redevelopment Plan – CPC Amended Draft

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LOCATION MAPS

The 16 Avenue ARP encompasses land one block north and south of 16 Avenue from 14 Street NW to 6 Street NE.



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council

ADOPT, by bylaw, the proposed 16 Avenue North Urban Corridor Area Redevelopment Plan (APPENDIX I) and

REPEAL the 16 Avenue North Urban Corridor Area Redevelopment Plan (Bylaw 24P2006).

Moved by: M. Tita

Carried: 6 – 0

Absent: Mr. Friesen left the room due to a conflict of interest and did not take part in the discussion or voting and Ms. Juan.

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PLANNING EVALUATION

PLAN CONTEXT

The (16 Avenue ARP) was originally adopted in 2007. It set out a vision, land uses, heights and densities for land along 16 Avenue from 14 Street NW to 6 Street NE, including a block to the north and south. The Municipal Development Plan identifies this area as an Urban Corridor.

In 2013, a Policy Effectiveness & Monitoring Report on the 16 Avenue ARP was completed. The report identified areas where the policies could benefit from adjustments to address issues identified during the processing of the first ten development permits (that met criteria for being substantial enough) received since the 16 Avenue ARP's 2007 adoption. The report was received for information by the Calgary Planning Commission (CPC2013-030) and Calgary City Council, on 2013 March 04 (directed that amendments be undertaken in accordance with the Report, however, other priorities prevented those updates from occurring until now. The proposed changes respond to those recommendations.

The proposed changes, beyond the Council directed changes, represent a major housekeeping effort related to the design guidelines and document layout. These amendments will facilitate a much easier incorporation of future Green Line planning outcomes, and the impending Developed Areas Guidebook (DAG) into the ARP. The Main Streets program includes this section of 16 Avenue north however it is not actively being looked at by the Main Streets group in 2017. Further, the existing land uses along 16 Avenue N already strongly support Main Street style development.

It is possible that future planning for Green Line North could change the core elements of the 16 Avenue ARP including the vision, land uses, heights, and/or densities. To that end, the scope of work for the amendments in this report specifically excluded those core elements. Analysis of the core elements will take place during detailed and comprehensive planning work on Green Line North.

The seven communities (Capitol Hill, Mount Pleasant, Tuxedo Park, Winston Heights-Mountview, Renfrew, Crescent Heights and Rosedale) and associated Community Associations that about the Plan Area were provided opportunities to comment on the draft. Feedback indicated support for clarification of the development design guidelines and shift from a prescriptive plan, to more of an outcome based approach within the policies of the 16 Avenue ARP. Letters mailed to landowners within the Plan Area generated no objections to the changes.

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Council Requested Amendments

Regarding the five (5) points from the 2016 June 13 Council Direction listed above, the following has occurred:

1. ARP Policy Amendments: The proposed amendments to the ARP policy respond to Council's desire to allow the privately owned properties to redevelop independently while still retaining the City's preference that comprehensive mixed use redevelopment occur on the public and privately owned sites. Further, the policy amendments do not allow for a substantial increase in new traffic on Crescent Road NW if the properties do redevelop independently. Traffic impacts on Crescent Road NW are a key issue for nearby residents/landowners.
2. Potential Land Use Amendments: Proposed policy amendments to the ARP allow for future land use amendments for the privately owned sites to a residential only district (within the heights prescribed by the original ARP). This achieves two things:
 - a. Ensures that a comprehensive redevelopment involving the three privately owned properties and The City owned property is the easiest path but not a required path as per the current ARP; and
 - b. Allows private redevelopment, independent of the City owned site, but ensures that existing residents of Crescent Road NW would not be subject to commercial traffic or a substantial increase in new residential traffic. For example, if redeveloped for commercial / mixed uses is proposed then those properties would need to negotiate access to 16 Avenue N through a development permit/potential road closure process.
3. Review of the bus lay-by changes: this work is ongoing, led by Transportation, and in conjunction with the larger North Crosstown BRT work. The 16 Avenue ARP does not get into the detail of bus lay-bys therefore these updates to the Plan will be silent on the ultimate location of the bus lay-by.
4. Confidentiality: Reports have remained confidential as per Council's direction. This does not impact the ARP amendments.
5. The affected landowners: those who own the three (3) properties subject of Council's directive met with Administration and have been provided ongoing updates regarding progress on the Council directed amendments. No concerns have been raised by the time of this report.

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Several ongoing discussions with the landowners have occurred regarding the subject of Council's directive, to keep them apprised of Plan amendment progress. However, the primary issue is resolving the status of the City owned site.

Development Design Guidelines Clean-up

Table 1 on the following page outlines the major design topics from the 2007 ARP and explains how the proposed new ARP clarifies and better aligns the requirements within those areas with the Land Use Bylaw and current development practices. Generally, these changes recognize that the Land Use Bylaw is well equipped to regulate multiple aspects of development currently articulated prescriptively in the existing ARP. This has created interpretation confusion for stakeholders and is not typical of the level of detail required in newer ARPs. The third column indicates whether the changes are substantial, minor, or clarification only of existing regulations.

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Table 1: Summary of Proposed Changes

2007 ARP Development Design Topics	Existing ARP	Proposed ARP
Land Uses / Densities / Heights	Key component of 2007 Plan and immediately implemented via Land Use Bylaw redesignations.	Clarification Changes Only To facilitate more efficient assessments by developers of a property's potential this draft consolidates land uses, densities and heights onto two facing pages early in the Plan. Currently, 4-7 maps, multiple tables and policies need to be reviewed to acquire the same information.
Setbacks	Details multiple setbacks that conflicted with the Land Use Bylaw multiple times. Corner setbacks exceeded current Transportation requirements.	Substantial Changes With the exception of specifying a preferred 0 m setback for developments fronting 16 Avenue N all other setbacks are removed and the Plan instead defers to the Land Use Bylaw.
Stepbacks	Multiple stepback requirements that are prescriptive regardless of a site's context. Depending on the situation, one or more stepbacks of 1.5, 2.7, 4.5, 4.8, 6.0, 6.3, 6.8, 7.5, 8.5, 9.3, 11.8 metres are required by the ARP. Current approach is complicated and inconsistent with how other ARPs treat stepback requirements.	Substantial Changes Shift from prescriptive to outcome based policies. Require a minimum 1.5 metre stepback for buildings above 4 stories to improve at grade appearance for people. All other stepbacks would be negotiated using shadow studies, much more common now than in 2007, to make informed recommendations.
Materials and Design	Emphasizes the use of higher quality materials on lower levels.	Clarification Changes Only
Entrances	Emphasizes frequent entrances and entrances at all block corners	Minor Changes Relaxation of maximum distance between storefronts in return for more/improved pedestrian features.
Transparency	Requires a minimum of 50% and maximum 70% of wall area to consist of windows on the ground floor.	Minor Changes The New Energy Code for Buildings resulted in changes to accurately reflect what is achievable under the new code. New minimum is 40% on the ground floor.
Recesses and Projections	Encourages use of canopies or awnings and recessed doorways for articulation and protection from the weather.	Clarification Changes Only
Rooftops	Encourages use of rooftops for active or passive uses.	Clarification Changes Only
Landscaping and Lighting	Specifies uses of landscaping	Minor Changes Multiple policies removed as they overlapped with Land Use Bylaw requirements. Encourage new developments to improve pedestrian scale lighting.
Signage	Specifies intent of signage but defers to regulations of Land Use Bylaw.	Clarification Changes Only

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Further, multiple references / policies regarding carriage houses were deleted. Less familiar in 2007 and rarely used, carriage houses are now well covered by the Land Use Bylaw and the Plan Area of the 16 Avenue ARP does not present any unique characteristics requiring more specific policy.

All Tables and their regulations in the current 16 Avenue ARP were either deleted to defer to the Land Use Bylaw or noted in policy only. This was done in an effort to improve readability in the proposed 16 Avenue ARP.

The timing of these proposed amendments was considered in context with multiple other ongoing long range planning work that will have future impacts on the ARP such as: Main Streets; the Developed Areas Guidebook; and Green Line North Planning.

Main Streets

This stretch of 16 Avenue N is an identified Main Street. However, it is not a priority area at the time of this report for the Main Streets project. The ARP amendments position the 16 Avenue ARP to enable amendment with subsequent Main Streets outcomes as required. The current land uses in the 16 Avenue ARP strongly support Main Street style development.

Developed Areas Guidebook and Green Line North Planning

The 16 Avenue ARP proposed amendments facilitate subsequent integration with the Developed Areas Guidebook (DAG) and compliance with the Municipal Development Plan. However, to limit landowner / community uncertainty when evaluating the changes to the ARP, the scope of work for this amendment excluded changes to land uses, heights and densities.

LAND USE DISTRICTS

There are no Land Use redesignations required as a result of these amendments to the ARP.

LEGISLATION & POLICY

The existing and proposed ARP complies with the Municipal Development Plan. The Plan has also been reviewed for alignment with the current draft of the Developed Areas Guidebook (DAG) and no major conflicts have been identified. Initially, there is no direct link proposed between this ARP and the DAG, which would be the case with multiple other existing ARPs.

Subsequent updates provide a better opportunity to fully integrate with the DAG at that time (e.g., to incorporate implications of Green Line Planning)

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South Saskatchewan Regional Plan (SSRP)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the South Saskatchewan Regional Plan (SSRP).

TRANSPORTATION NETWORKS

The amendments do not require any changes to the Transportation Network. Clarification work only has occurred within the Transportation sections. Future amendments will comprehensively incorporate references to the Green Line and the North cross-town Bus Rapid Transit system.

UTILITIES & SERVICING

The amendments do not introduce or require any changes to utilities & servicing in the Plan Area.

ENVIRONMENTAL ISSUES

There were no environmental issues identified or analysis required as a result of these amendments.

ENVIRONMENTAL SUSTAINABILITY

The Plan has policies that encourage increased environmental sustainability. These include; allowing additional density if a mixed use proposal is received versus stand-alone commercial and encouraging green roofs to reduce/delay storm run-off.

The desired outcome of these amendments is to generate increased interest and follow-through on developing underutilized sites in the Plan Area sites that are in close proximity to existing neighbourhoods, many goods and services, SAIT, and excellent transit service.

GROWTH MANAGEMENT

There are no growth management implications resulting from these amendments.

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PUBLIC ENGAGEMENT

Community Association Comments

Multiple meetings were held with the Crescent Heights, Mount Pleasant and Rosedale Community Associations. They did not indicate significant concerns and provided only minor suggested changes which were incorporated into the current draft.

Copies of the drafts and progress updates were also provided to the four other Community Associations that abut the Plan Area. They did not request a meeting and to date have not indicated any concerns with the proposed changes.

Citizen Comments

Two letters were received in support of the proposed amendments.

Public Meetings

Two public meetings were held. The first meeting introduced the project and clarified the scope, and a later meeting provided an opportunity to review the proposed changes. No substantial comments have been received regarding the proposed changes as a result.

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APPENDIX I

PROPOSED 16 AVENUE NORTH URBAN CORRIDOR
AREA STRUCTURE PLAN

www.calgary.ca/16ave