

Background and Planning Evaluation

Background and Site Context

The subject site is located at the northeast corner of 16 Avenue NW and 1 Street NW. The site is located in close proximity to the future Green Line LRT line and the MAX Orange BRT route, providing convenient transit access to multiple job centres within the City including the Centre City, SAIT, Foothills Hospital, Alberta Children's Hospital and the University of Calgary. The site is approximately 0.37 hectares in size, includes six parcels, and is approximately 110 metres wide by 32 metres deep. The site has rear lane access.

Surrounding development is characterized by a mix of commercial developments along 16 Avenue N and Centre Street N, and residential developments along other streets in the area. A large office building (8-storeys) is located directly adjacent to the site and an electrical substation is located directly to the north. Balmoral School and a place of worship are located to the west of the site. Low density residential development in the form of single detached and semi-detached homes is located to the northwest of the subject site.

Community Peak Population Table

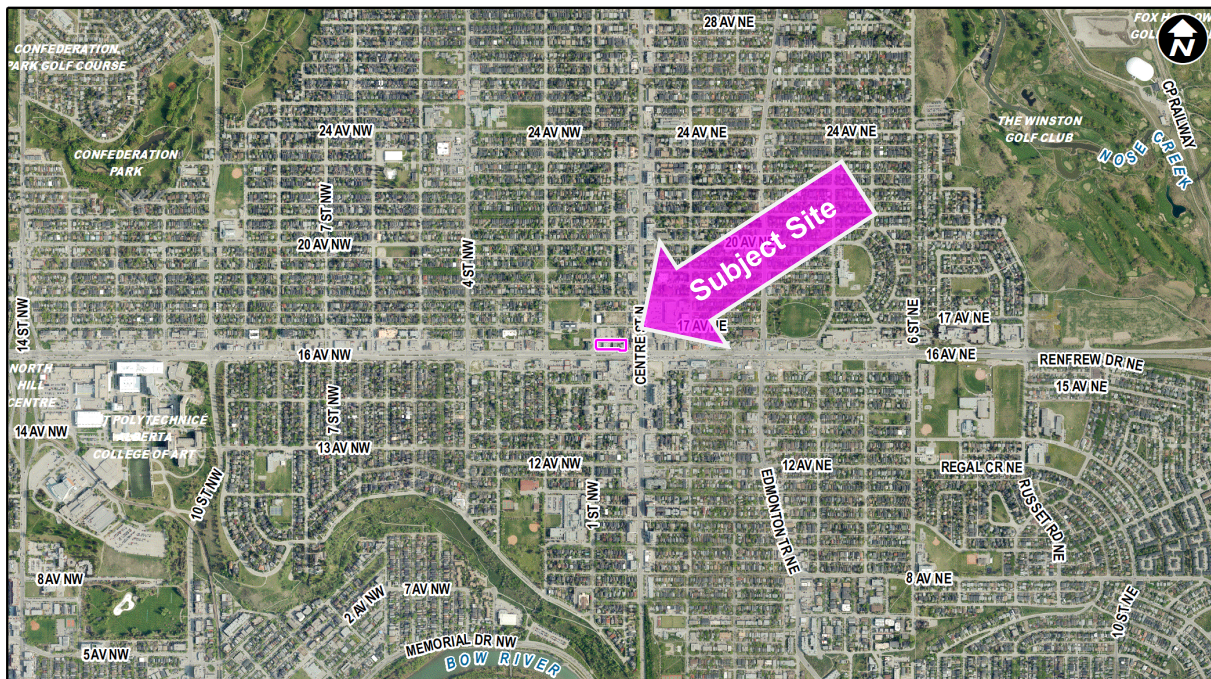
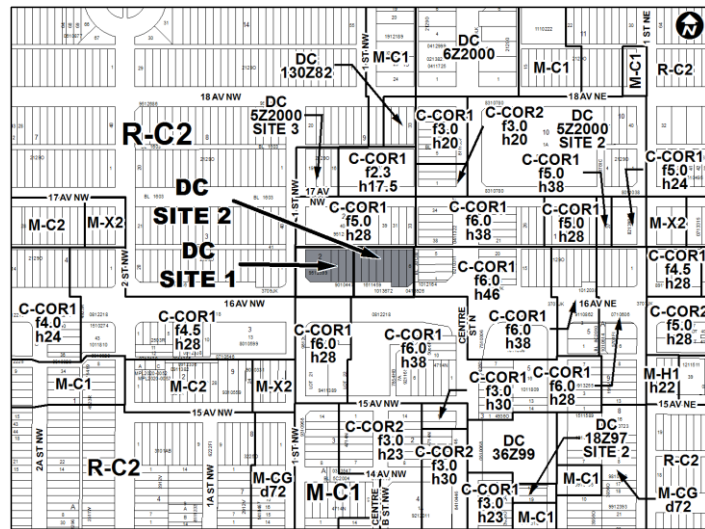
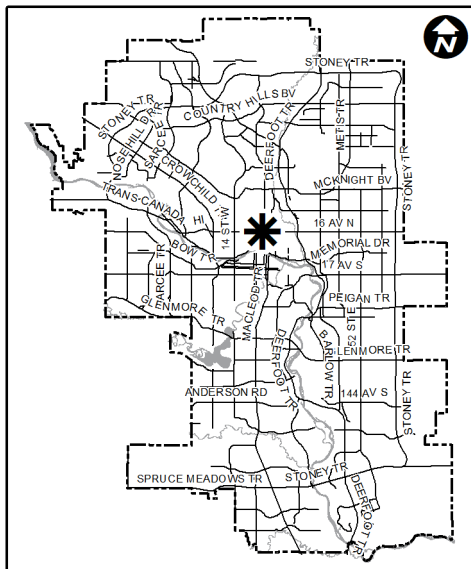
As identified below, the community of Tuxedo Park reached its peak population in 2019.

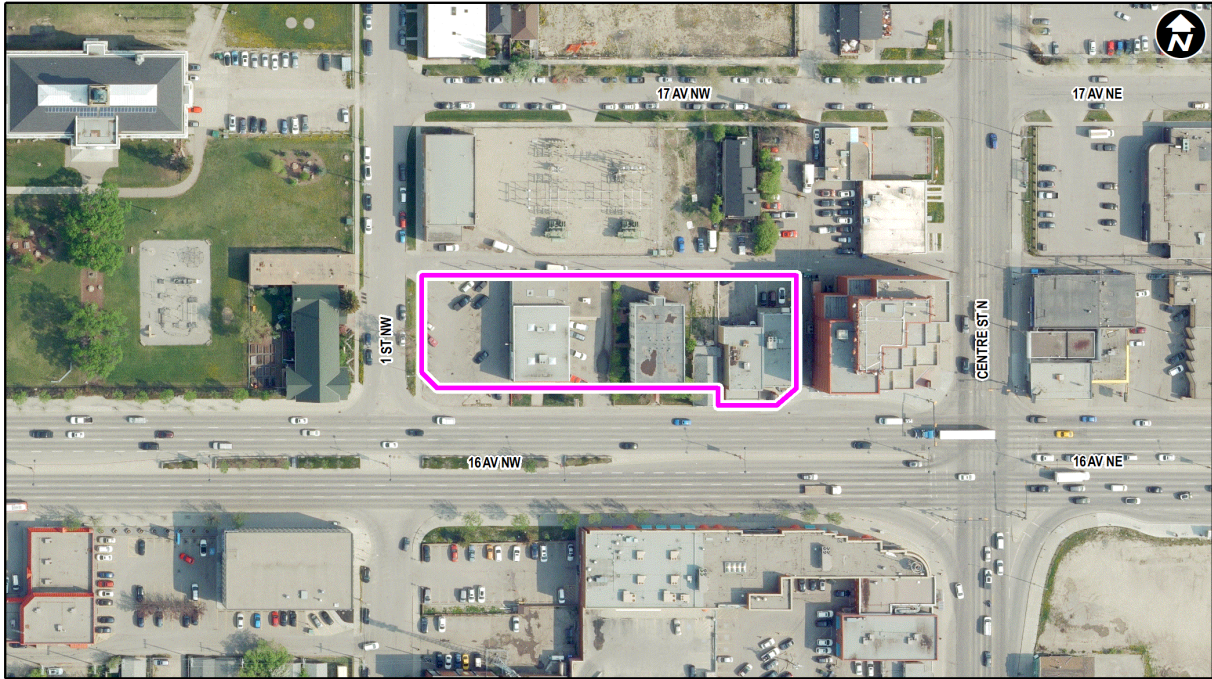
Tuxedo Park	
Peak Population Year	2019
Peak Population	5,326
2019 Current Population	5,326
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Tuxedo Park Community Profile](#).

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The proposed DC District, based on the MU-2 District, is intended to allow for a mixed-use development. The proposed DC District has three main components that differentiate it from the base MU-2 District:

- modified vehicle and bicycle parking requirements that reflect the proximity of the development to primary transit networks;
- increase building height where additional public realm is provided; and
- building separation rules for buildings above a certain height.

The DC District modifies vehicle and bicycle parking requirements by eliminating minimum vehicle parking requirements and increasing the provision of bicycle parking requirements given the adjacency to both a future Green Line LRT station and the current MAX Orange BRT station. The proposed development has the option to provide vehicle parking for residential uses based on market demand, rather than on a regulatory requirement, allowing the development to provide parking that responds to residents' needs. By providing this mechanism, the development can adjust the provision of parking accordingly and potentially reduce the cost of housing for residents who choose not to use a vehicle. Bicycle parking (Class 1) requirements for the development are increased from a typical 0.5 stalls per unit to 1.0 stalls per unit, encouraging more bicycle use and providing secure storage for those who use a bicycle and offsetting a reduction in vehicle parking.

The proposed MU-2 base district requires commercial storefronts along 16 Avenue NW to create a street-oriented building and provides opportunities for a mix of commercial and residential uses in the same building. The proposed DC District proposes maximum heights of 41 metres and 81 metres on the west and east portions of the site which can be increased to 55 metres and 100 metres respectively in return for the provision of greater setbacks along 16 Avenue NW and 1 Street NW to allow for greater pedestrian realm in these areas. The increased heights allowed will not increase the allowable building area, as the floor area ratio (FAR) is a maximum of 10.0, regardless of building height.

The proposed DC District additionally contains regulations regarding building design for taller buildings. The MU-2 District is intended as a mid-rise district (typically 6 to 10 storeys), and therefore does not have any regulations for taller scale buildings. The DC District proposes floor plate restrictions of 800.0 metres squared for buildings above 41 metres, as well as building separation distances of 22.0 metres for the same. These regulations reflect the draft building scale and built form policies within the proposed *North Hill Communities LAP*.

The proposed DC District provides for both a maximum allowable building height, along with the potential of increased building heights where certain public realm provisions are provided. The maximum building heights of 41 metres and 83 metres reflect the mid and high building scales proposed for the site in the proposed *North Hill Communities LAP* (12 and 26 storeys on the west and east portions of the site, respectively). As outlined in the *draft Guidebook for Great Communities- Sec. 2.29* and *draft North Hill Communities LAP - page 43 (5)*, the number of storeys within a scale category can be carefully reviewed and exceeded in discussion at the

Local Area Plan level. The draft *North Hill Communities LAP* makes specific reference to this development site as included in the 16 Avenue Core Zone (Page 41), which allows for increased intensity where public benefits are provided, including publicly accessible private open space. In the proposed DC District, building heights are allowed to exceed the base maximum building heights up to 55 metres on the west portion of the site and 100 metres on the east portion where additional setbacks are provided along 16 Avenue NW and 1 Street NW, allowing for more publicly accessible private open space. Other benefits listed in the LAP will be reviewed more specifically during the future development permit process. Additionally, shadow studies for the proposed building heights were submitted that demonstrated that increased building heights would not have a negative shadow impact on the nearby Balmoral School yard.

The maximum floor area ratio (FAR) in the proposed DC District is based on an analysis submitted by the applicant (and accepted by Administration) that calculated the achievable FAR using the scale categories assigned to the site in the proposed *North Hill Communities LAP*. Using the high and mid building scales (up to 26 and 12 storeys, respectively), the site would comply with a maximum floor area ratio of approximately 10 FAR.

The proposed DC District also includes a rule that allows the Development Authority to relax Section 6 of the DC. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC 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. A number of other rules within the DC District have also been made relaxable in the same spirit as the base district rules, and to allow for slight adjustments that may be needed during the detailed development permit and subsequent construction phase. For example, a mechanical encroachment in a commercial parking stall may not reduce the usability of the stall, but it does require the review of a relaxation request for a volumetric encroachment.

Development and Site Design

If approved by Council, the rules of the proposed DC District and policy amendment will provide guidance for future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking. Other key factors that will be considered during the review of the development permit application include the following:

- interface with the lane, including sufficient space required for vehicle access and turning movements;
- public realm enhancements along 16 Avenue NW and 1 Street NW;
- integration of pedestrian connections to adjacent MAX Orange BRT and Greenline LRT stations;
- building massing and relation to the adjacent context;
- iconic architectural design that emphasizes the station;
- mix of uses within the building;
- street trees and planting;
- sustainable building technologies; and
- appropriate amenity space for the residents.

Transportation

The site is located immediately to the west of the intersection of 16 Avenue and Centre Street N. The intersection of 16 Avenue and Centre Street currently includes both north-south and east-west bus rapid transit (BRT) service and is the future location of a Green Line LRT station. A westbound BRT stop serving MAX Orange (Brentwood / Saddletowne) is located approximately 5 metres from the subject site along 16 Avenue. A BRT stop serving Route 300 (BRT Airport / City Centre) and Route 301 (BRT North) is located approximately 130 metres east of the site along Centre Street N.

The MAX Orange BRT provides direct access from the site to SAIT, the Foothills Hospital, Alberta Children's Hospital and the University of Calgary to the west and the Peter Lougheed Hospital to the East. The future Green Line LRT will provide direct access to the Centre City, including Eau Claire, the Downtown Commercial Core and Beltline, as well as destinations further south, including Inglewood/Ramsay, Crossfield Market, Ogden, and in the future, the South Health Campus. Future destinations to the north include Northern Hills and the Aurora Business Park, currently served by BRT.

Pedestrian access is available from existing sidewalks on 16 Avenue and 1 Street NW. Through the review of a development permit, public realm enhancements will be investigated including a wider boulevard space to serve the site and improved access to existing and future transit facilities. Vehicle access to the site will be provided via the rear lane.

Environmental Site Considerations

No environmental concerns were identified with the proposed land use amendment. A Phase I Environmental Site Assessment report will be required at the development permit stage.

Utilities and Servicing

Water, sanitary and storm sewer are available to service future development on the subject site. A Sanitary Servicing Study was prepared in support of the proposed land use amendment and accepted by Water Resources. Specific details of site servicing and stormwater management will be reviewed at the development permit stage.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned 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.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed land use and policy amendment builds on the principles of the IGP by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject site is identified as an Urban Main Street in Map 1: Urban Structure of the [Municipal Development Plan](#). The subject site is located at the intersection of the Centre Street North and 16 Avenue North Main Streets. Section 3.4 of the *Municipal Development Plan* outlines the policies for Main Streets, and includes the following policies relevant to the subject site:

- Main Streets should provide a broad mix of residential, employment and retail uses;
- the highest densities and tallest buildings on the Main Street should be concentrated into “nodes” that occur at the intersections of the Main Street with other major transit streets;
- commercial development along the Main Street should be oriented to the transit street and public sidewalk;
- develop an active street environment by encouraging retail and service uses at-grade with residential and office uses on upper floors along the Main Street core areas; and
- on corner sites, buildings should be placed adjacent to streets wherever possible to create defined street edges.

The proposed land use is appropriate as it achieves the policy goals stated above. It requires commercial uses to activate the transit street, provides high density housing and job opportunities, allows for a mix of uses, and concentrates the intensities at the intersection of the Main Streets. The proposed heights and floor area ratio in the DC District create a high density “node” at 16 Avenue and Centre Street.

Transit Oriented Development Policy Guidelines (Non-Statutory – 2004)

The [Transit Oriented Development \(TOD\) Policy Guidelines](#) outline policies that direct development in proximity to transit stations, typically using a 600 metre radius. The subject site, being directly adjacent to the BRT stop and the future Greenline station within this radius. The TOD sets out several policies that are relevant to the subject site including:

- ensure land uses around transit stations support ridership by generating high levels of transit use and provide a mixed-use activity node for local community and city-wide transportation network benefits;
- increase density around all transit stations to support high frequency, rapid transit service and provide a base for a variety of housing, employment, local services and amenities that support a vibrant station area community;
- create convenient, comfortable, direct and safe pedestrian linkages to and from all transit stations in order to support a walkable station area and promote the use of transit;
- accommodate transit bus and private automobile circulation and parking needs, while creating a comfortable pedestrian environment; and
- transit oriented development should benefit the local community. Through consultation with local communities, TOD should provide a wide range of supporting benefits for local communities, including increased uses and services, a variety of housing, increased transportation options, and a more walkable environment and community amenities.

The proposed DC District supports all the above policy objectives by allowing for a high-density mixed-use development in close proximity to two transit stations. Additionally, the wide setbacks and enhanced pedestrian realm on the site will provide for convenient, comfortable, direct and safe pedestrian linkages to and from the adjacent transit stations.

Climate Resilience Strategy (2018)

Administration has reviewed this application in relation to the objectives of the [Climate Resilience Strategy](#) programs and actions and has identified significant contributions to the Climate Mitigation Plan, Program 4 – Transportation and Land Use. The scale of the redevelopment and its strategic location at the intersection of two major transit corridors will significantly enable increased use of public transit and meaningfully contribute to greenhouse gas reduction at the neighbourhood scale. The strong transit oriented nature of the proposal are

enhanced by the surplus of indoor secure bicycle storage stalls and the reduction of motor vehicle parking stalls in the proposed DC District. These measures further encourage alternate modes of transportation and reduce vehicle use that lead to GHG reduction. Further opportunities to align future development on this site with additional climate resilience objectives will be explored and/or implemented at the development permit and building permit stages.

16 Avenue North Urban Corridor Area Redevelopment Plan (Statutory – 2017)

The [16 Avenue North Urban Corridor ARP](#) identifies the subject site as Commercial Mixed High Density. The policies for this area support redevelopment of sites into mixed use developments, restrict automotive-oriented uses and outdoor storage, encourage high quality pedestrian environments, encourage residential uses to be located above the ground floor (except when fronting a lane, 17 Avenue North or 15 Avenue North) and require commercial uses on the ground floor. The height and density for the subject site is detailed on Map 1 of the ARP, which allows for a building height of 38 metres for the eastern portion of the site and 28 metres for the western portion. The allowable density outlined in the ARP is 6.0 FAR for mixed use buildings. The *16 Avenue North Urban Corridor ARP* further identifies the site as a major node along the corridor, which are identified as “good places for higher intensity developments” as per Section 1.3 of the ARP.

An amendment to the *16 Avenue North Urban Corridor ARP* will be required to increase the allowable heights to 55 metres for the western portion of the site and 100 metres for the eastern portion and to increase the density from 6.0 FAR to 10.0 FAR. The proposed amendment to the ARP is found in Attachment 2. Administration reviewed this ARP in relation to the application and found that given the supporting information provided, including the commitment for public realm enhancements and shadow mitigation, that the additional FAR anticipated for the site is appropriate. Significant investments have been made over the years along 16 Avenue N to implement the vision of the ARP. The ARP makes reference to major nodes as appropriate locations for intensification.

The *16 Avenue North Urban Corridor ARP* is proposed to be rescinded with the approval of the draft *North Hill Communities LAP*.

North Hill Communities Local Area Plan (Draft – 2021)

The [North Hill Communities LAP](#), which includes the community of Tuxedo Park, was heard at the 2021 March 22 Public Hearing of Council. The item was forwarded to the April 12 Council for further discussion. Third reading of the LAP may only occur once it is circulated to the Calgary Municipal Region Board for review and returned to Council. Planning applications have been accepted for processing during the local growth plan process.

The proposed land use is in alignment with the proposed Urban Form and Building Scale categories of the draft *North Hill Communities LAP*. No amendments to the LAP would be required with the subject application. The *North Hill Communities LAP* underwent extensive engagement between 2018 and 2021. The communities identified the greatest opportunities for intensification along the Main Streets of the plan area. The subject site and intersection of 16 Avenue N and Centre Street N is identified as having the greatest potential for the highest intensity and tallest heights.