

Background and Planning Evaluation

Background and Site Context

The site is located on the south side of 18 Avenue NE, approximately 16 metres west of Edmonton Trail NE in the community of Tuxedo Park. The parcel is approximately 0.06 hectares (0.14 acres) in size and is located on a single parcel. Currently the site is developed with a single detached dwelling and detached garage.

Surrounding development is generally characterized by single detached and semi-detached dwellings. A four-unit multi-residential development is directly to the north of the subject site. Parcels to the south and west are designated as Residential – Contextual One / Two Dwelling (R-C2) District while land to the north and east are designated as Multi-Residential – Contextual Grade-Oriented (M-CG) District.

The site is west of Edmonton Trail NE, which is designated as an Urban Main Street. Transit stops for Route 4, located along Edmonton Trail, are within 100 metres (1-minute walk) from the subject site. The parcel is also approximately 215 metres north of 16 Avenue N. The Max Orange Bus Rapid Transit (BRT) route runs along 16 Avenue N and has stops within 250 metres (3-minute walk) of the subject site.

The subject site is also within 40 metres (1-minute walk) of Munro Park, which provides open space, picnic areas, a playground and a soccer pitch.

Community Peak Population Table

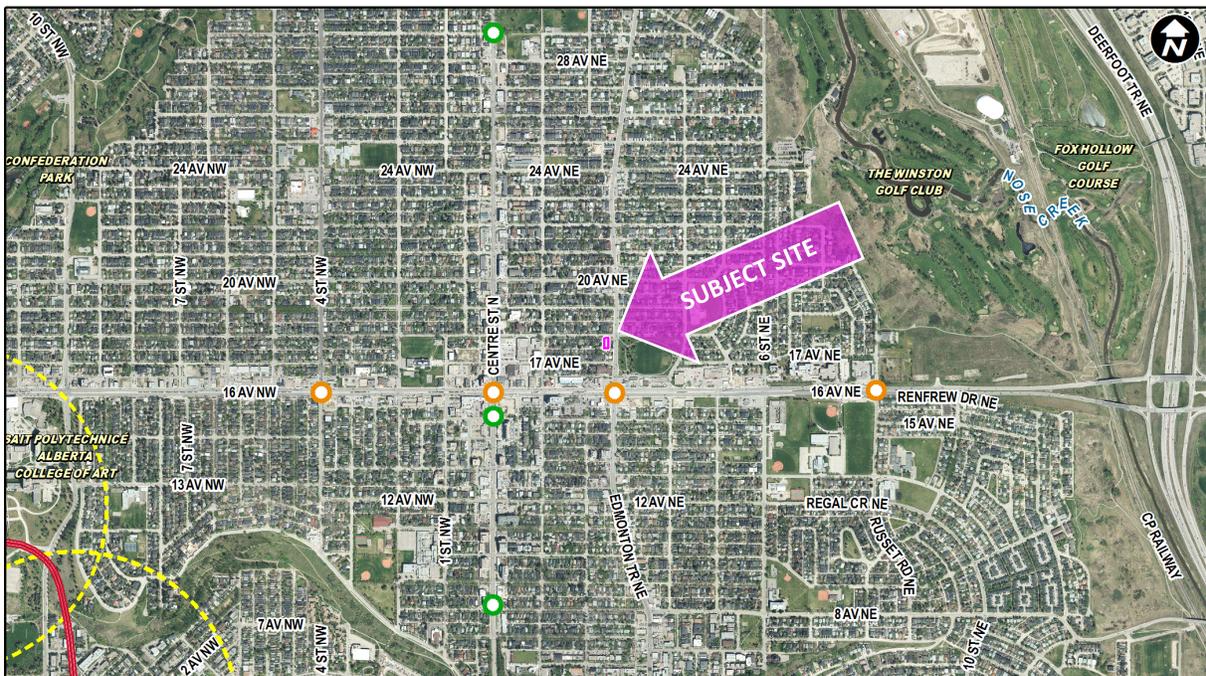
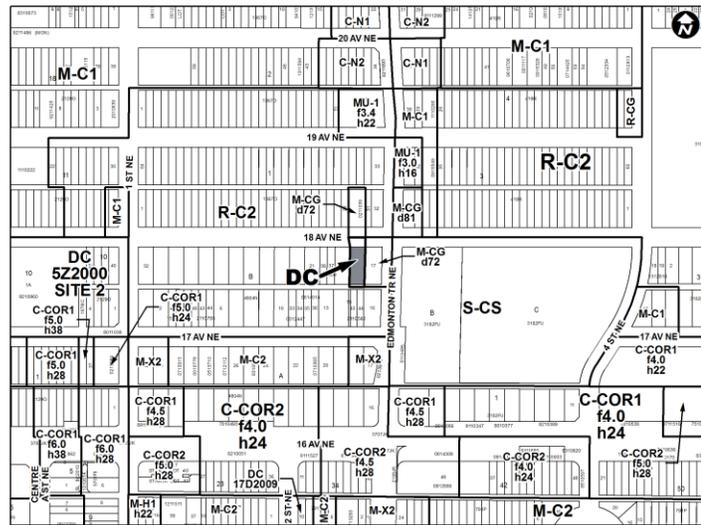
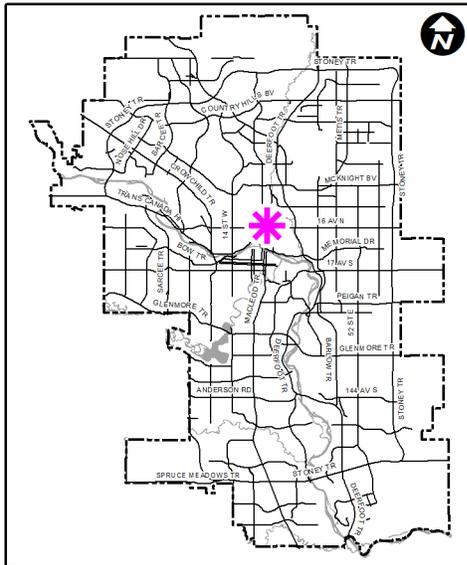
As identified below, the community of Tuxedo Park reached its peak population in 2019.

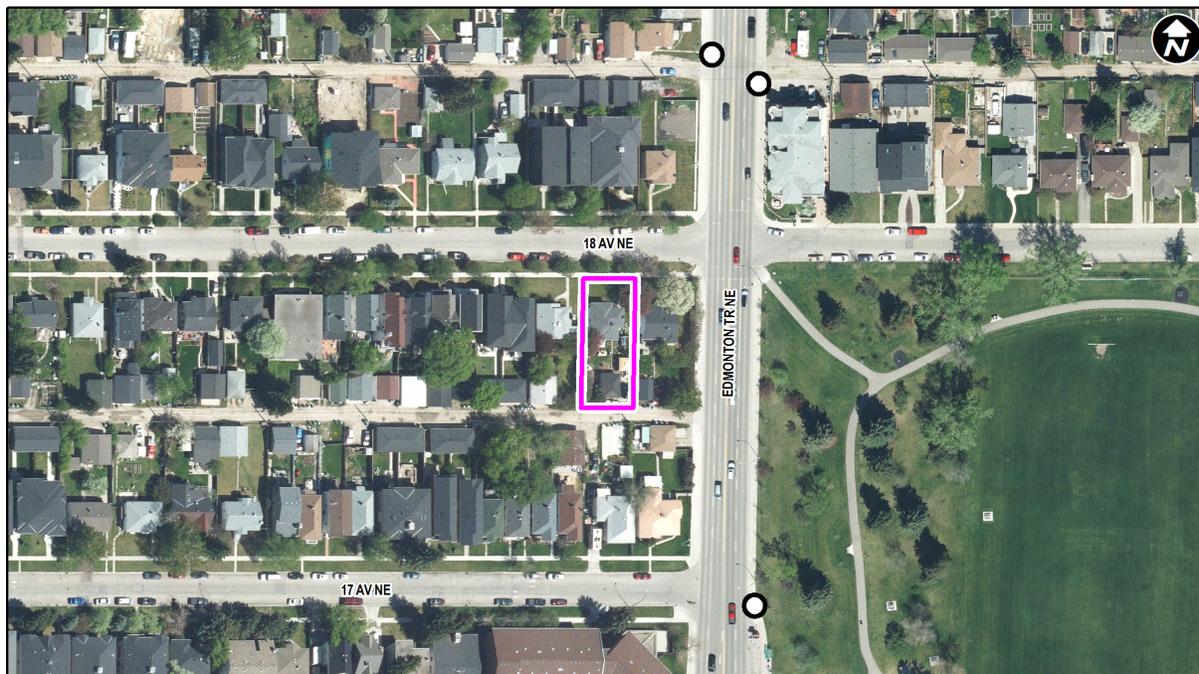
Tuxedo Park	
Peak Population Year	2019
Peak Population	5,326
2019 Current Population	5,326
Difference in Population (Number)	0
Difference in Population (Percent)	0%

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 current R-C2 District is a low-density residential district applied to areas with single detached, semi-detached and duplex housing. The District allows for a maximum building height of 10 metres and a maximum of two units on a parcel, plus secondary or backyard suites.

The proposed DC District (Attachment 5) is based on the M-CG District. It allows for mid-block development in grade-oriented buildings that are sensitive to neighbouring low-density homes. This is achieved by maintaining key rules of the M-CG District such as building height, chamfer and side setback rules. The DC allows for a maximum density of 173 units per hectare, which would enable up to 10 dwelling units on the subject site. The resulting DC District enables grade-oriented development with units both at grade and below grade. At-grade orientation and street-orientation rules are included to ensure that development results in a built form that is contextually appropriate. Rules are included for separation between buildings and minimum amenity space areas that meet or exceed that of the base district to allow for a functional courtyard space.

The DC District includes a clause that allows the Development Authority to relax certain rules. The intent in allowing relaxation to some of the rules is to allow for flexibility and discretion where minor bylaw relaxations may be justified if the development still meets the intent of the district. Some rules in the DC District such as Motor Vehicle Parking Stall Requirements (Section 15) are specifically excluded from being able to be relaxed as the minimums outlined in the DC District are important to the success of the development.

Development and Site Design

If approved by Council the rules of the proposed DC District will provide guidance for future site development including appropriate uses, building massing, height, landscaping and parking. The site is proposed to be developed with 10 units that are focused around a central courtyard. Five larger units will be at-grade, while another five will be below-grade units of 45 square metres or less. Vehicle parking is to be provided through a carport that is accessed via the lane. Issues being addressed through review of the development permit include, but are not limited to:

- minimizing overlooking and privacy for both residents and neighbours;
- well-considered amenity space design;
- provision of trees and landscaping;
- waste and recycling services; and
- inclusion of Transportation Demand Management (TDM) measures.

Transportation

Vehicular access is available from the rear lane with street parking available on 18 Avenue NE. This site is located approximately 100 metres (1-minute walk) to bus stops along Edmonton Trail that are serviced by Route 4 and Route 5. Access to the Max Orange BRT is located along 16 Avenue N, approximately 250 metres (3-minute walk) from the subject site.

The proposed DC District includes provisions to require a minimum amount of Class 1 bicycle parking, which will encourage the use of active transportation.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary, and storm deep utilities are available to the site. Development servicing requirements are being determined through review of the development permit.

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 amendment builds on the principles of the IGP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Developed Residential – Inner City area, as identified in the [Municipal Development Plan](#) (MDP). Policy for the site encourages modest intensification of existing communities to make more efficient use of infrastructure, public amenities and transit

service. Development is to proceed in a manner that respects the scale and character of the surrounding area.

The site is in close proximity to an Urban Main Street. The proposal supports Main Street policies by providing residential densities that contribute to an active street environment and providing density close to transit. It also provides a transition of building scale between the Main Street and adjacent areas.

Overall, the proposal would contribute to shaping a more compact urban form in alignment with Section 2.2: Shaping a More Compact Urban Form. The proposed land use amendment will allow for an efficient use of land, contribute to creating walkable neighbourhoods, contribute to housing diversity and utilize existing transit and infrastructure.

Climate Resilience Strategy (2018)

This application does not include any specific actions that address the objectives of the [Climate Resilience Strategy](#).

North Hill Communities Local Area Plan (Statutory – 2021)

The subject site is identified as Neighbourhood Flex with a Low scale (up to six-storeys) in the [North Hill Communities Local Area Plan](#) (LAP). This category has been applied to sites within 50 metres of Main Streets to allow for appropriate densification of sites adjacent to and in close proximity of Main Streets, such as Edmonton Trail NE. The Neighbourhood Flex areas are meant to support a range of uses in standalone or mixed-use buildings in areas with higher amounts of pedestrian traffic. The Low scale modifier in this context is typically characterized by apartments, stacked townhouses and mixed-use buildings. Development in this typology is to use variation of building heights, rooflines and massing. The proposed land use amendment is in alignment with applicable policy of the LAP.

Location Criteria for Multi-Residential Infill (Non-statutory – 2016)

This land use amendment has been reviewed against the [Location Criteria for Multi-Residential Development](#) and been deemed to be an appropriate location for the type of development proposed. The site meets the criteria by fulfilling the below listed criteria:

- within 400 metres of a transit stop, such as those along Edmonton Trail NE;
- within 600 metres of primary transit, such as the Max Orange BRT along 16 Avenue N and the future 16 Avenue Green Line LRT Station;
- adjacent to planned non-residential or multi-unit development, such as those enabled along Edmonton Trail through the *North Hill Communities LAP*;
- in close proximity to Munro Park;
- in close proximity to the Edmonton Trail Main Street;
- site is located on a collector or higher standard roadway; and
- has direct lane access.

The following location criteria have not been met with this application:

- the parcel is not located on a corner.

While these criteria are not used as a checklist, they provide for a framework in which we evaluate a parcel's appropriateness for intensification. These criteria, when reviewed within the

context of the MDP and the site-specific context, indicate that the proposed land use is appropriate.