

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Tuxedo Park. It is a mid-block parcel along Centre Street NW between 27 Avenue NW and 28 Avenue NW with rear lane access. The site is approximately 0.05 hectares (0.12 acres) in size and is approximately 15 metres wide by 30 metres deep. It is currently developed with a one-storey building used as medical clinic and a detached garage accessed from the rear lane.

Immediate surrounding development along Centre Street NW is predominately commercial with a mix of Commercial – Corridor 2 (C-COR2) District and pockets of Mixed Use – Active Frontage (MU-2) District. The parcels across the rear lane to the west are designated as Multi-Residential – Contextual Low Profile (M-C1) District. A future Green Line LRT station is proposed at the corner of Centre Street N and 29 Avenue N, which is less than 150 metres (two-minute walk) from the subject site.

The site is located on a designated Main Street (Centre Street NW), within 100 metres (two-minute walk) to bus stops with numerous bus routes running along Centre Street NW, and approximately 350 metres (six-minute walk) to the Tuxedo Park Community Association and Hall.

Community Peak Population Table

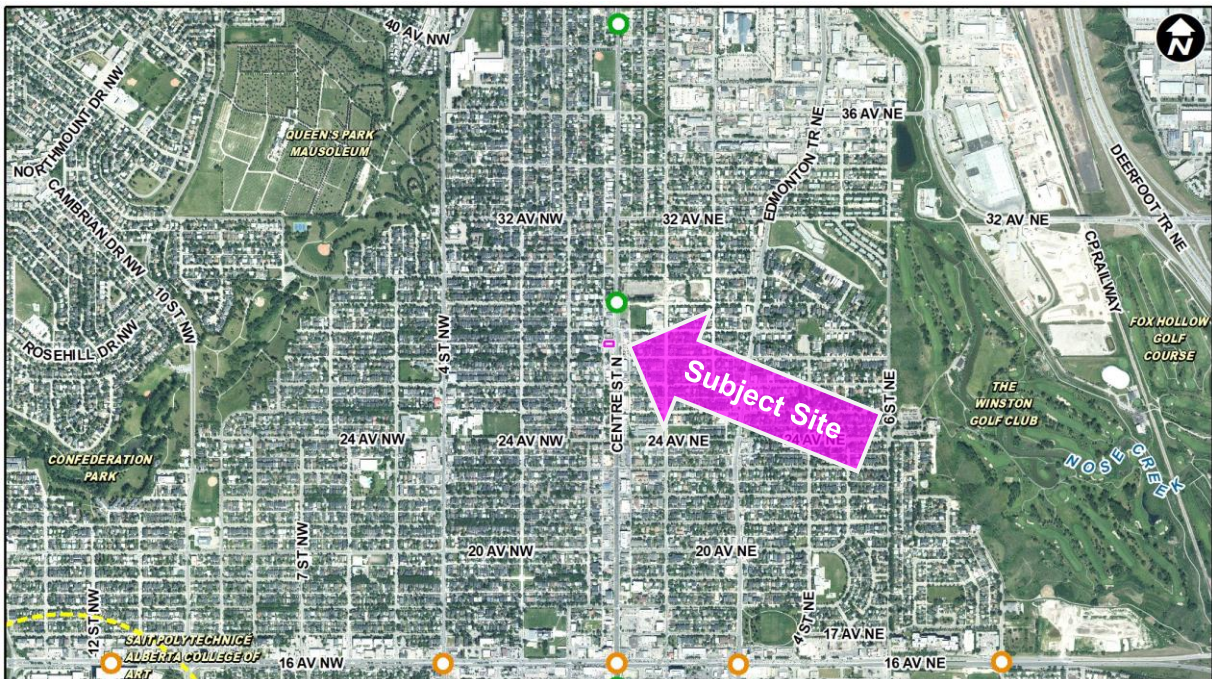
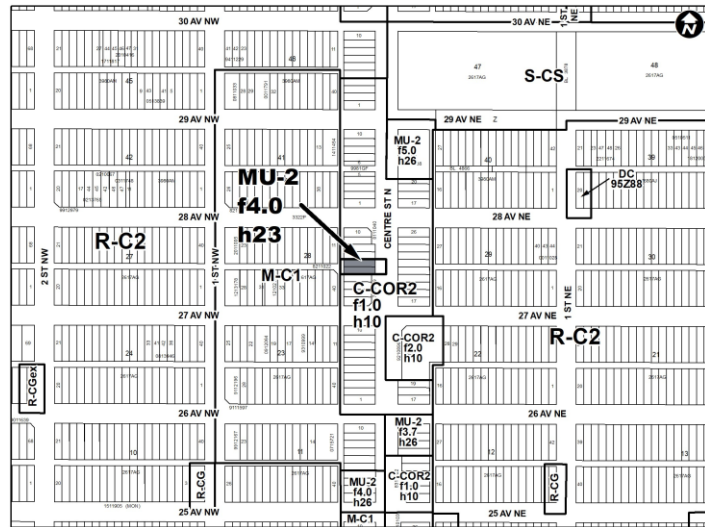
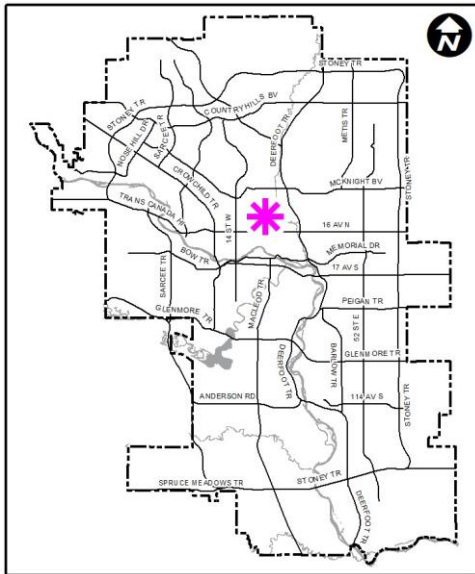
As identified below, the community of Tuxedo Park reached its peak population in 2019.

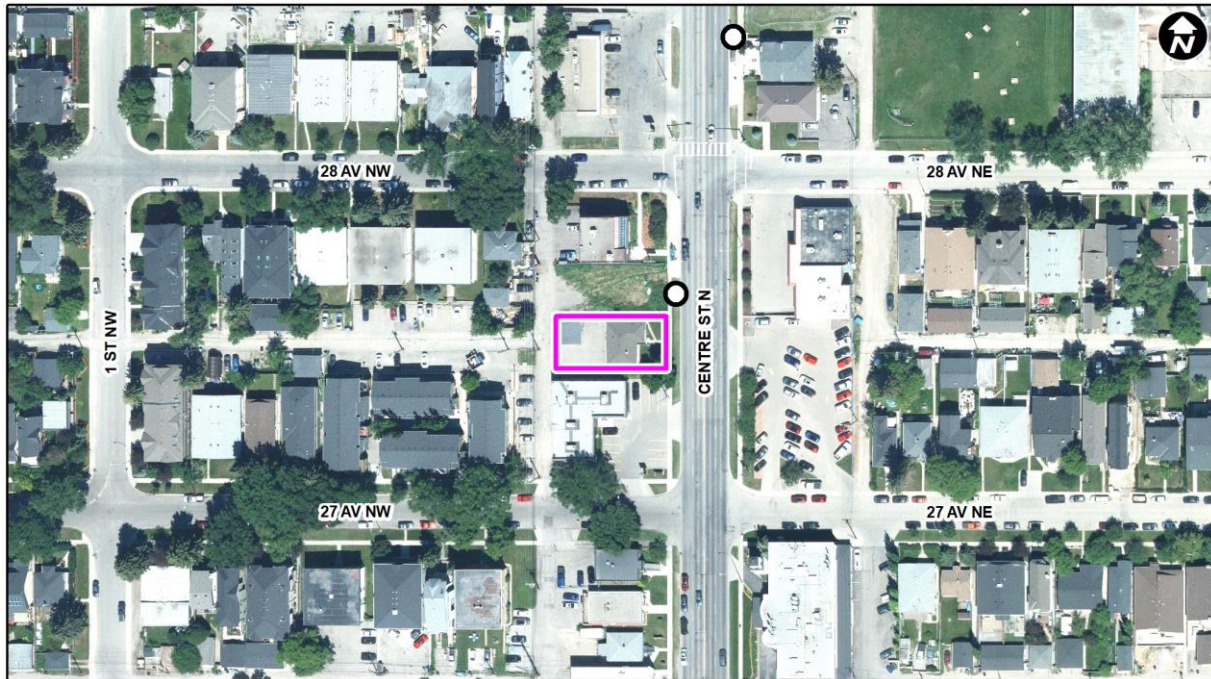
Tuxedo Park	
Peak Population Year	2019
Peak Population	5,326
2019 Current Population	5,326
Difference in Population (Number)	0
Difference in Population (Percent)	0.00%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Commercial – Corridor 2 (C-COR2 f1.0h10) District is intended to accommodate commercial or mixed use development that may also include residential units within the building. It has a maximum building height of 10 metres and a maximum floor area ratio (FAR) of 1.0, which is approximately two to three storeys and 487 square metres of floor area.

The proposed MU-2f4.0h23 District would allow for street-oriented mixed-use developments including requiring active commercial uses at grade to promote activity at street level. The maximum floor area ratio is 4.0 (approximately 1,950 square metres) and the maximum building height is 23 metres (approximately six storeys). This proposal is appropriate given the site context and it is in alignment with the applicable policies of the *Municipal Development Plan* (MDP) Land the *North Hill Communities Local Area Plan* (LAP).

The applicant initially proposed retaining the existing C-COR2 District, with an increase to the FAR (to 2.0) and height (to 14 metres). This would equate to a height increase of four metres to enable the four storey development proposed in DP2023-06898; with an increase in floor area of 488 square metres, for a total potential floor area of 975 square metres. During the review process, Administration recommended that the applicant consider the Mixed Use – Active Frontage (MU-2) District with higher FAR and building height to align with the applicable policies of the MDP and LAP and allow for flexibility in the future. In response, the applicant amended their proposal.

Development and Site Design

The rules of the proposed MU-2f4.0h23 District, along with the policies of the *North Hill Communities Local Area Plan* (LAP), provide guidance for the future redevelopment of the site, including appropriate uses, building height and massing, landscaping and parking. Other key factors that are being considered during the review of the development permit application include, but are not limited to:

- public realm enhancements within the 3.81 metre bylaw setback along Centre Street NW in alignment with the Main Street policies;
- interface with the lane, including garage access and the location of waste facilities;
- mix of uses within the building; and
- appropriate amenity space for the residents.

Transportation

The parcel is well served by Calgary Transit, with numerous routes running along Centre Street NW with a stop adjacent to this parcel at 28 Avenue NW. The following routes utilize this bus stop location; 3 (Sandstone/Elbow Dr SW), 109 (Harvest Hills Express), 300 (BRT Airport/City Centre), 301 (BRT North/City Centre), 62 (Hidden Valley Express), 64 (MacEwan Express), 116 (Coventry Hills Express), 142 (Panorama Express). Centre Street and 28 Avenue NW is also the location of a future Green Line LRT Station.

On street parking is available on 28 Avenue NW with no restrictions. Parking is available on Centre Street NW with restrictions on the southbound lanes during the AM peak hour (07:00 – 08:30) and the northbound lanes during the PM peak hour (15:30 – 18:00).

Centre Street NW is classified as an Urban Boulevard in this location. 28 Avenue NW is classified as a residential street.

Sidewalks currently exist on both sides of all streets in the area. The Always Available for All Ages and Abilities (5A) network identifies Centre Street N as a future on-street bikeway, however no design or funding has been completed for this project at this time. A streetscape design will likely be completed as part of the applicable phase of the Green Line.

A transportation impact assessment was not required as part of this application.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water main, sanitary and storm sewer are available and may accommodate future redevelopment on the subject site. Further study and additional information may be required at the development approval stage.

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.

Growth Plan (2022)

Administration's recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment builds on the principles of the GP 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 Urban Main Street area identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage a higher intensity of residential, employment and retail uses with active street frontages and a walkable pedestrian environment.

The proposal is in keeping with relevant policies, as the MU-2 District provides an active street environment by requiring retail and service uses at-grade with residential and office uses on upper floors, and ensures the intensification in a sensitive manner by reduced setbacks from public sidewalks.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objective of the [Calgary Climate Strategy – Pathways to 2050](#). Future opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

North Hill Communities Local Area Plan (Statutory – 2021)

The [North Hill Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Commercial category (Map 3: Urban Form) with a Low building scale modifier (Map 4: Building Scale), allowing up to six storeys. The LAP speaks to mixed-use buildings with a range of commercial uses on the ground floor facing the higher activity street. The site is also located within the Transition Zone of the future Green Line LRT 28 Avenue NW Station. This Zone is intended to transition development density and building scale from the Core to lower-scale and provide a mixed-use activity node for the local community. The proposal will support transit ridership by increasing opportunities for people to live and work around the future station. The proposed land use amendment is in alignment with the applicable policies of the LAP.