

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the north community of Tuxedo Park at the southeast corner of 17 Avenue NE and 1 Street NE. The site consists of two parcels with a total area of 0.12 hectares (0.29 acres) and is approximately 31 metres wide by 38 metres deep. Both parcels are currently developed with one-storey single detached dwellings.

Surrounding development is characterized by a mix of commercial, multi-residential and low-density residential development. Land use to the west of the site between Centre Street N and 1 Street NE, and directly south of the site is the Commercial – Corridor 1 (C-COR1) District. The majority of the block face to the east is designated Multi-Residential – Contextual Medium Profile (M-C2) District, and north of the site is predominantly the Residential – Contextual One / Two Dwelling (R-C2) District.

The site has good access to commercial businesses and transit being situated 180 metres east of Centre Street N (three-minute walk), 40 metres north of 16 Avenue NE (one-minute walk) and 215 metres west of Edmonton Trail NE (three-minute walk). Each of these streets are identified as Urban Main Streets and form part of the Primary Transit Network in the *Municipal Development Plan* (MDP). Commercial development along these corridors includes a mix of restaurants, retail and service uses and a supermarket located approximately 70 metres west of the subject site (one-minute walk). Munro Park is located approximately 240 metres to the east (four-minute walk), and there are two schools nearby: Balmoral School, approximately 450 metres to the west (six-minute walk) and Mount View School, approximately 700 metres to the northeast (10-minute walk).

The two parcels included in the application were designated Multi-Residential – Medium Profile Support Commercial (M-X2) District as part of a City-initiated land use amendment supporting amendments to the *16 Avenue North Urban Corridor Area Redevelopment Plan* (ARP), approved in 2008. At that time, the expectation was that future consolidation the parcels could enable a single multi-residential development with required commercial floor area at grade. The ARP was superseded by the *North Hill Communities Local Area Plan* (LAP) in 2021, which provides updated policy context for the subject site.

## Community Peak Population Table

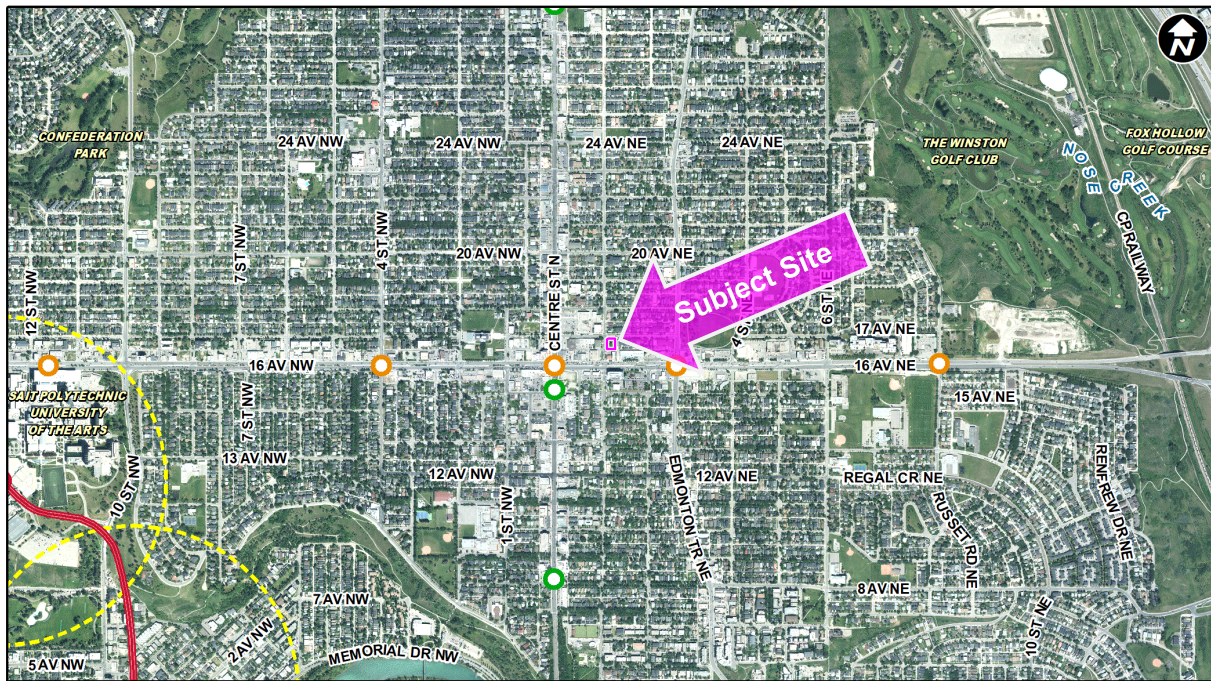
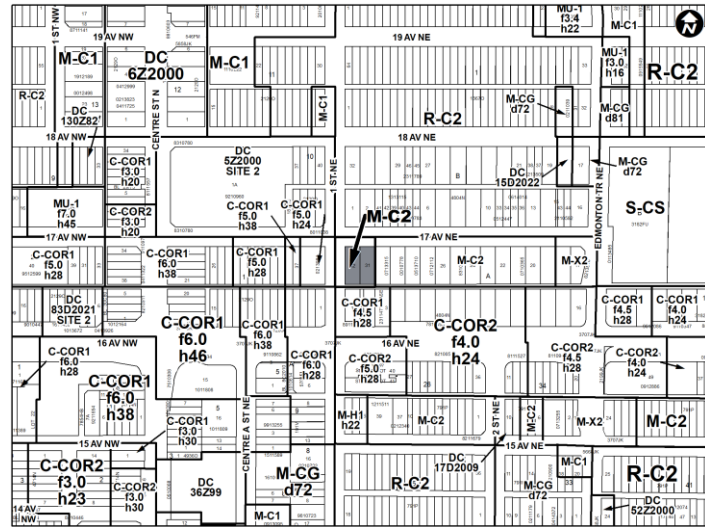
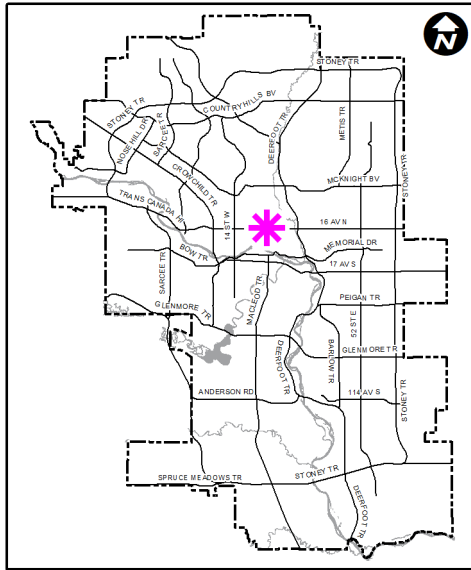
As identified below, the community of Tuxedo Park reached its peak population in 2019.

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

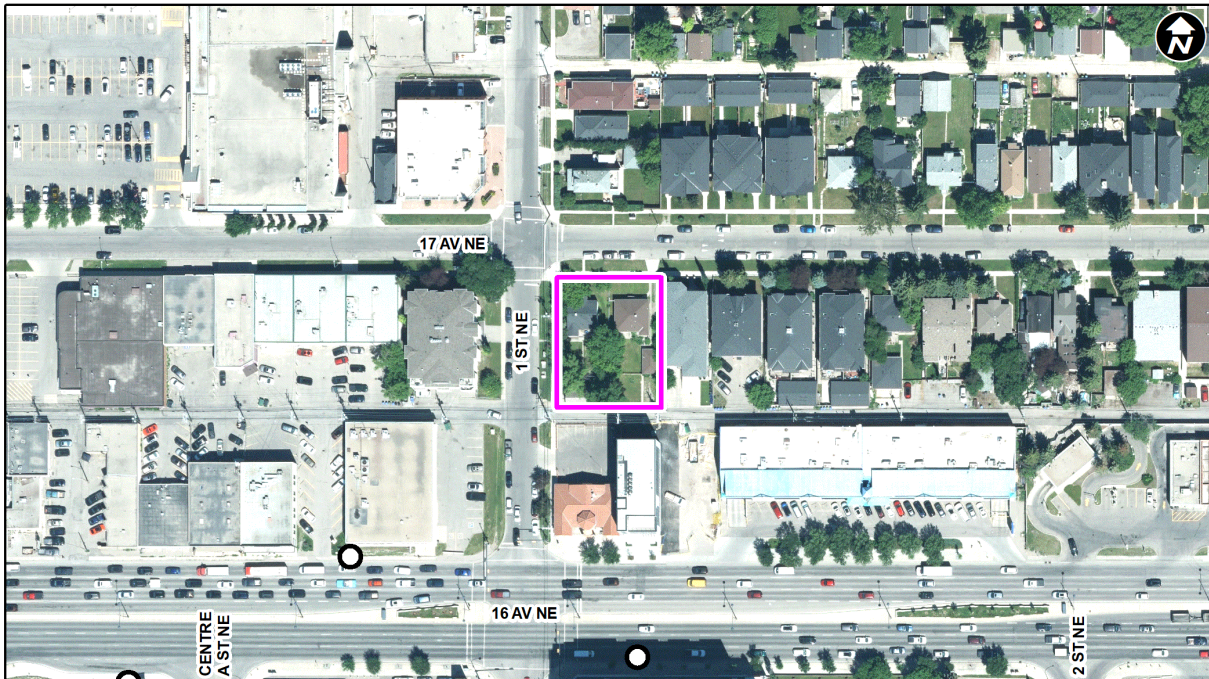
Source: *The City of Calgary 2019 Civic Census*

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 existing M-X2 District is intended to provide for multi-residential development of medium height and medium density, which must include a minimum of 300 square metres of support commercial uses at grade. The M-X2 District is typically located at community nodes or near transportation corridors and is intended to be near low density residential development. The District allows for a maximum floor area ratio (FAR) of 3.0 and a maximum building height of 16.0 metres (approximately four storeys). If a parcel is unable to provide the required 300 square metres of commercial uses at grade, the options for residential development in M-X2 are limited to Single Detached Dwelling, Semi-detached Dwelling and Duplex Dwelling.

The proposed M-C2 District is a comparable multi-residential designation that accommodates multi-residential development with higher numbers of dwelling units and higher traffic generation than low profile multi-residential districts. The M-C2 District allows for a maximum FAR of 2.5 and building height of 16.0 metres but does not require commercial uses to be provided with multi-residential development. The proposed M-C2 District is consistent with parcels to the east along the same block face and would allow for multi-residential development to occur on the two subject parcels independently or with consolidation under a common land use. This would enable additional options for grade-oriented development which still achieves the minimum density intended under the M-X2 district.

Administration considered the Mixed Use – General (MU-1) District as a way of providing for multi-residential dwelling units, while retaining the flexibility for small scale commercial development. The applicant nevertheless chose to proceed with M-C2, indicating it was

important for the land use to allow for secondary suites, which are not available in the MU-1 District.

### **Development and Site Design**

If approved by Council, the rules of the proposed M-C2 District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking. Given the specific context of the site, additional items that are being considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface along both 17 Avenue NE and 1 Street NE frontages;
- provision of amenity space for individual units;
- building placement, height and massing; and
- site-appropriate vehicular access and waste and recycling.

### **Transportation**

Pedestrian access to the site is available from existing sidewalks along 17 Avenue NE and 1 Street NE. An existing on-street bikeway, part of the current Always Available for All Ages and Abilities (5A) Network, is located along 1 Street NE. In addition, 18 Avenue NE and Centre Street N are recommended on-street bikeway priority routes and future 5A Network infrastructure, supporting access to and from the site by alternative transportation modes.

The site falls within Residential Parking Permit (RPP) Zone 'JJ' and on-street parking is available on 17 Avenue NE and 8 Street NE. For non-permit holders, parking is restricted to 2 hours on weekdays between 8:00 a.m. and 6:00 p.m. Upon redevelopment of the subject parcels, vehicular access will only be permitted to and from the rear lane.

The site has good access to transit service, with routes located along Centre Street N, Edmonton Trail NE and 16 Avenue NE. Northbound and southbound routes along Centre Street N are available within 330 metres of the site (five-minute walk), and include the following:

- Route 3 (Sandstone/Elbow Drive SW)
- Route 62 (Hidden Valley Express)
- Route 64 (MacEwan Express)
- Route 109 (Harvest Hills Express)
- Route 116 (Coventry Hills Express)
- Route 142 (Panorama Express)
- Route 300 (BRT Airport/City Centre)
- Route 301 (BRT North/City Centre)

Additional routes include Route 19 (16 Avenue North), with eastbound and westbound service approximately 100 metres from the site (two-minute walk), and Routes 4 (Huntington) and 5 (North Haven) on Edmonton Trail NE within 380 metres of the site, or a five-minute walk.

The MAX Orange line runs along 16 Avenue NE, with eastbound and westbound stops within 250 metres (three-minute walk) of the site. The nearest planned station for the future Green Line LRT is at 16 Avenue and Centre Street N, or approximately 250 metres southwest.

A Transportation Impact Assessment was not required as part of this application.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary and storm services are available to the site. Details of site servicing, as well as appropriate stormwater management are being considered and reviewed as part of the development permit application.

## **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 parcels are located within the Main Streets – Urban Main Street Area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and intensification around Urban Main Streets to make more efficient use of existing infrastructure, public amenities, and transit, and deliver small and incremental benefits to climate resilience. Apartments, mixed-use developments and ground oriented housing are encouraged.

### **Calgary Climate Strategy (2022)**

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant has committed to providing four electric vehicle-ready stalls as part of the development permit application for the west parcel. This supports Program F: Zero emissions vehicles – Accelerate the transition to zero emissions vehicles of the *Climate Strategy*.

### **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 Flex Urban Form Category (Map 3: Urban Form) with a Low building scale modifier (Map 4: Building Scale), which allows for up to six storeys. Neighbourhood Flex areas are characterized by a mix of commercial and residential uses. This typology is typically applied to areas near community nodes and corridors where commercial development would be appropriate but is not required. The proposed land use amendment is in alignment with the applicable LAP policies.