

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northeast community of Tuxedo Park on 30 Avenue NE, west of Edmonton Trail NE. The parcel is approximately 0.05 hectares (0.13 acres) in size and is approximately 14 metres wide by 37 metres deep. The parcel is currently developed with a single detached dwelling with a detached garage and has lane access along both the south and east sides of the site.

Surrounding development is characterized by a mix of housing types ranging from single and semi-detached dwellings to multi-residential development. Land use in the area consists primarily of the Residential – Contextual One / Two Dwelling (R-C2) District and adjacent parcels to the east and south are designated as the Multi-Residential – Contextual Low Profile (M-C1) District. Commercial development is located just northeast of the site on Edmonton Trail NE and is designated Direct Control (DC) District and Commercial – Neighbourhood 2 (C-N2) District.

The subject site is approximately 45 metres (a one-minute walk) west of Edmonton Trail NE and approximately 450 metres (a six-minute walk) east of Centre Street N, which are both identified as Urban Main Streets and part of the Primary Transit Network. The site has good access to parks and open spaces and is approximately 110 metres (a two-minute walk) from Tuxedo Park, which includes the Tuxedo Park Community Hall, playground and playfields. Georges P. Vanier School is located approximately 475 metres (a seven-minute walk) to the northeast.

Community Peak Population Table

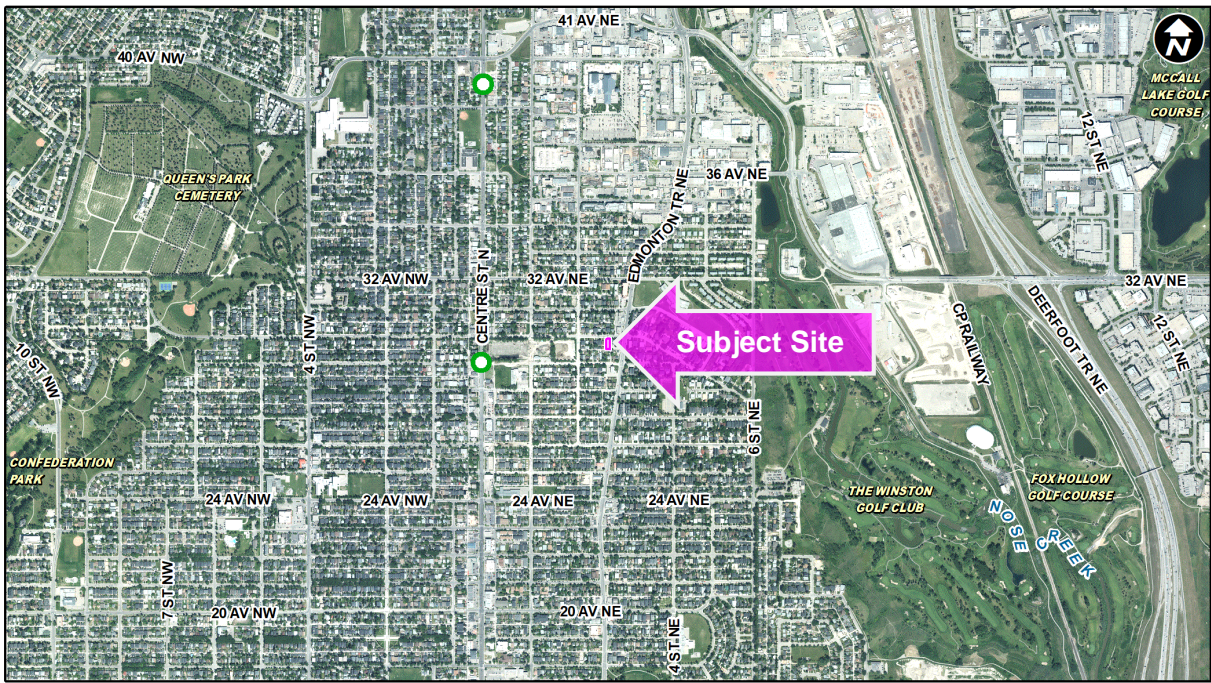
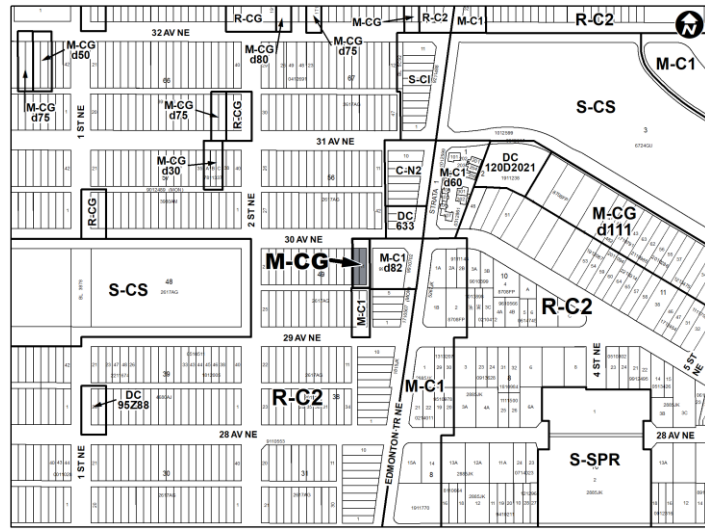
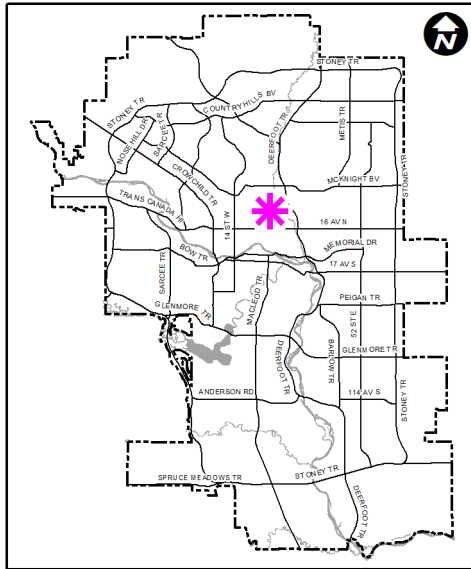
As identified below, the community of Tuxedo Park reached its peak population in 2019.

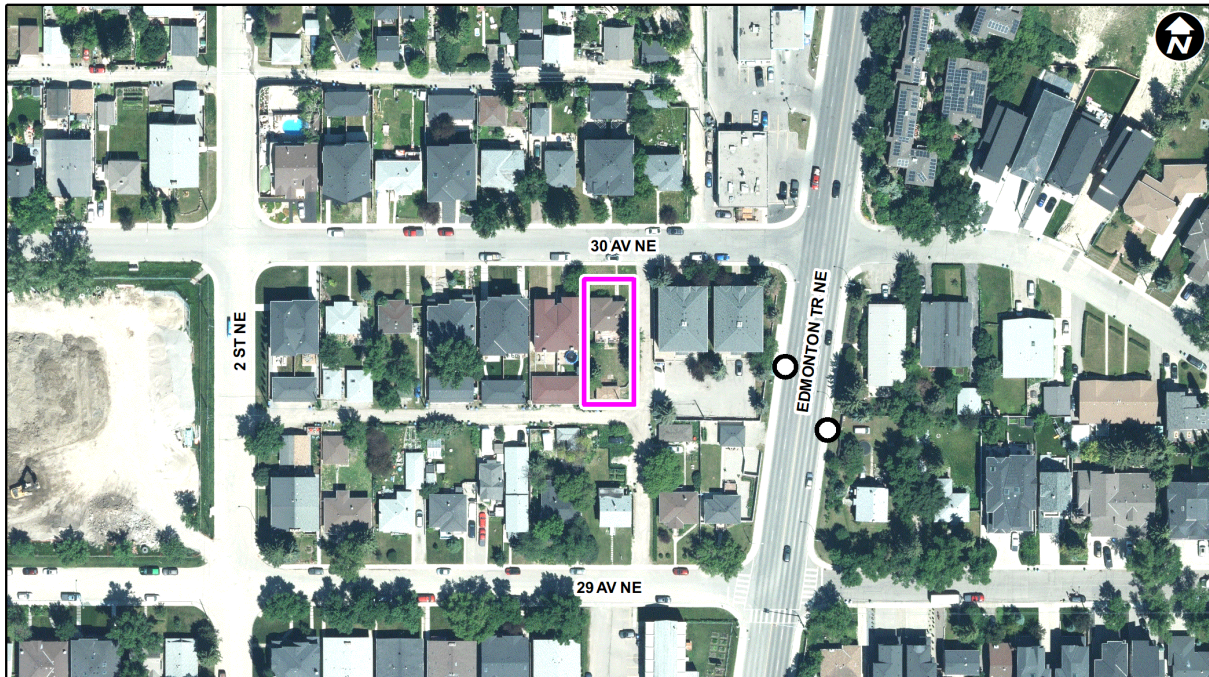
Tuxedo Park	
Peak Population Year	2019
Peak Population	5,326
2019 Current Population	5,326
Difference in Population (Number)	± 0
Difference in Population (Percent)	0%

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

On 2024 May 14, City Council approved Bylaw 21P2024 to redesignate multiple parcels citywide, which will take effect on 2024 August 6. The subject site is included in the bylaw and will be redesignated to the Residential – Grade-Oriented Infill (R-CG) District.

Planning Evaluation

Land Use

The existing R-C2 District is a low-density residential designation in developed areas that is primarily for single detached, semi-detached, duplex homes, and secondary suites. The R-C2 District allows for a maximum building height of 10 metres and a maximum of two dwelling units on a parcel.

The proposed M-CG District is a multi-residential designation that accommodates multi-residential development in a variety of forms, with higher numbers of dwelling units and higher traffic generation than low density residential districts. The district allows for a maximum building height of 12.0 metres and a maximum density of 111 units per hectare, which based on the subject site's area, would enable up to five dwelling units. The M-CG District is intended to be applied in close proximity or adjacent to low-density residential development and has a number of building setback and massing rules that support contextually sensitive development.

Development and Site Design

If approved by Council, the rules of the proposed M-CG 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 the 30 Avenue NE frontage;
- providing amenity space for individual units;
- establishing appropriate building placement, height and massing; and
- ensuring site-appropriate vehicular access and waste and recycling.

Transportation

Pedestrian access to the site is available from an existing sidewalk on 30 Avenue NE. An existing on-street bike route, signed and part of the current Always Available for All Ages and Abilities (5A) Network, is located along 1 Street NE, two blocks west of the site. In addition, both 30 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 has good access to transit service, with routes located along Edmonton Trail NE and Centre Street N. Transit stops for Routes 4 (Huntington) and 5 (North Haven) are available on Edmonton Trail NE within 125 metres (a two-minute walk) of the site. Northbound and southbound routes along Centre Street N are available within 680 metres of the site (a 10-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); and
- Route 301 (BRT North/City Centre).

The nearest planned station for the future Green Line LRT is at 28 Avenue and Centre Street N, approximately 630 metres (a nine-minute walk) southwest of the site. Vehicular access to the parcel is currently available from the rear and side lanes. On-street parking adjacent to the site is unrestricted. 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 service. Apartments, mixed-use developments and ground-oriented housing are encouraged. The proposal is in keeping with relevant MDP policies, as it would allow for a modest increase in residential density and an appropriate building scale transition from the higher-activity Main Street and low-density areas.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. Further opportunities to align development of this site with applicable climate strategies are being explored and encouraged through the development permit review.

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 Local urban form category (Map 3: Urban Form) with a Low – Modified building scale modifier (Map 4: Building Scale), which allows for up to four storeys. This area is intended for primarily residential uses and supports a broad range of housing types and unit structures. Buildings containing three or more units should be supported within transit station areas, near or adjacent to a Main Street, and where the parcel has a rear lane and parking can be accommodated on site; all of which are applicable to the subject site. The proposed land use amendment is in alignment with the applicable LAP policies.