

Background and Planning Evaluation

Background and Site Context

The site is located in the community of Mount Pleasant on the south side of 20 Avenue NW, one parcel east of 7 Street NW. The site consists of two parcels and is approximately 0.12 hectares (0.30 acres) in size. The western parcel is currently vacant and the eastern parcel is developed with a single detached dwelling and detached garage accessed from the rear lane.

The surrounding area is generally characterized by the R-C2 District in the form of single and semi-detached dwellings. The parcel immediately to the west is designated as the Multi-Residential – Contextual Low Profile (M-C1) District. The parcel at the intersection of 19 Avenue NW and 7 Street NW is designated as R-CG District, as are parcels to the east, at the intersection of 20 Avenue NW and 6 Street NW (northern side). These have either been developed or have approved development permits for rowhouse developments.

Local amenities include the St. Joseph off-leash dog park (approximately 180 metres) to the east and the King George School and playground (approximately 340 metres to the west). The site is well placed in terms of other goods and services available, including neighbourhood commercial opposite the King George School and 16 Avenue NW located approximately 400 metres to the south.

Community Peak Population Table

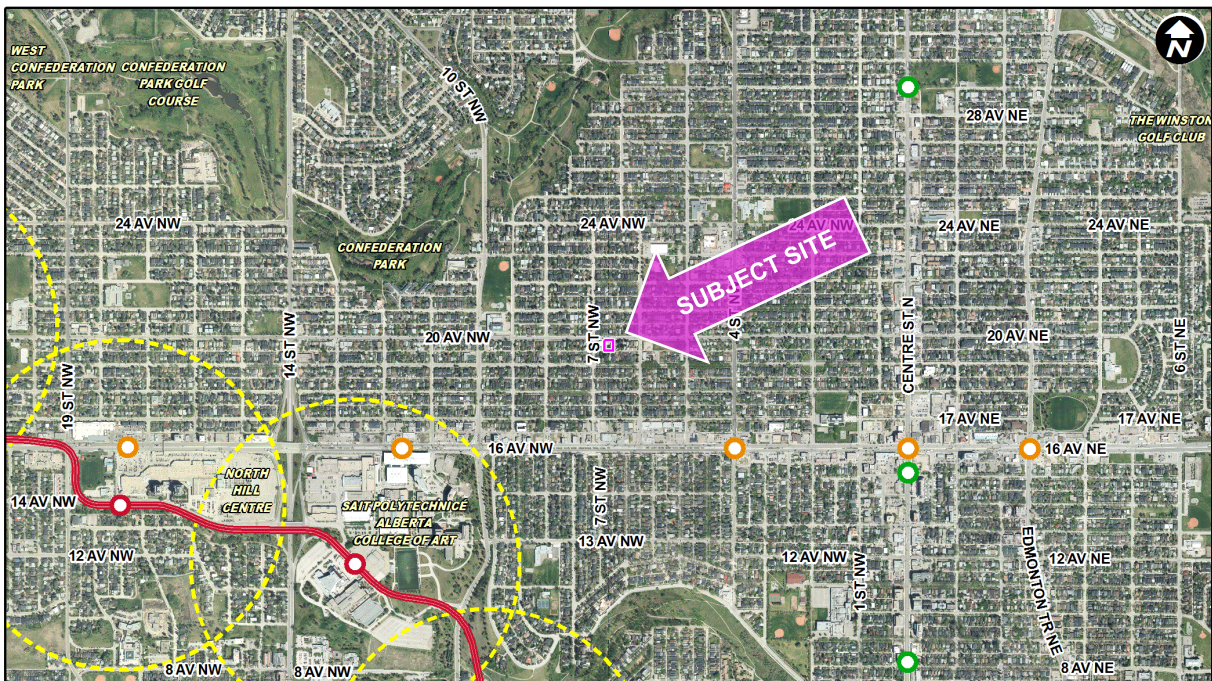
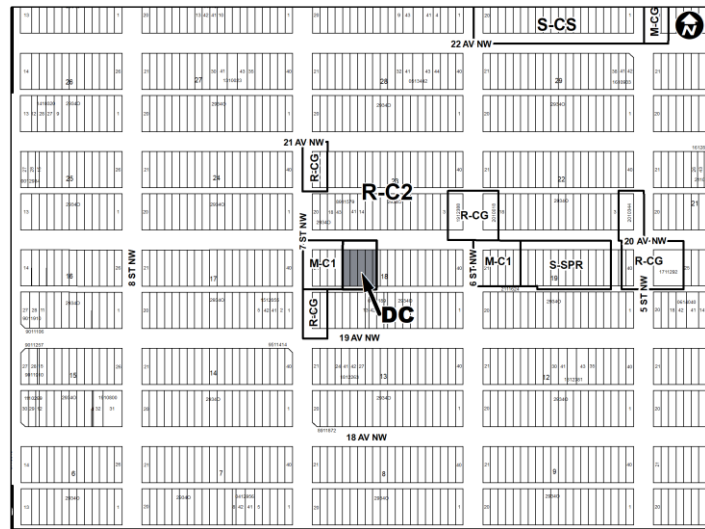
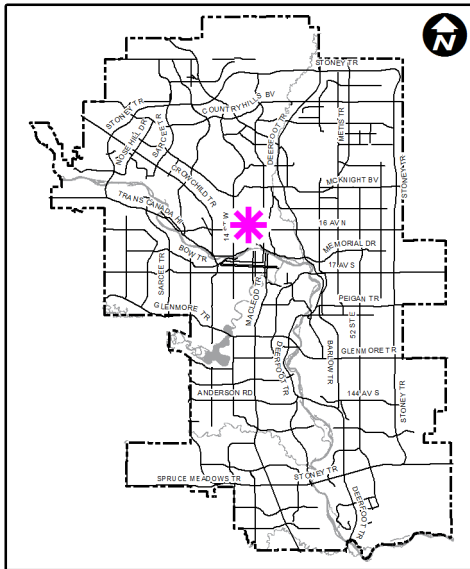
As identified below, the community of Mount Pleasant reached its peak population in 2018.

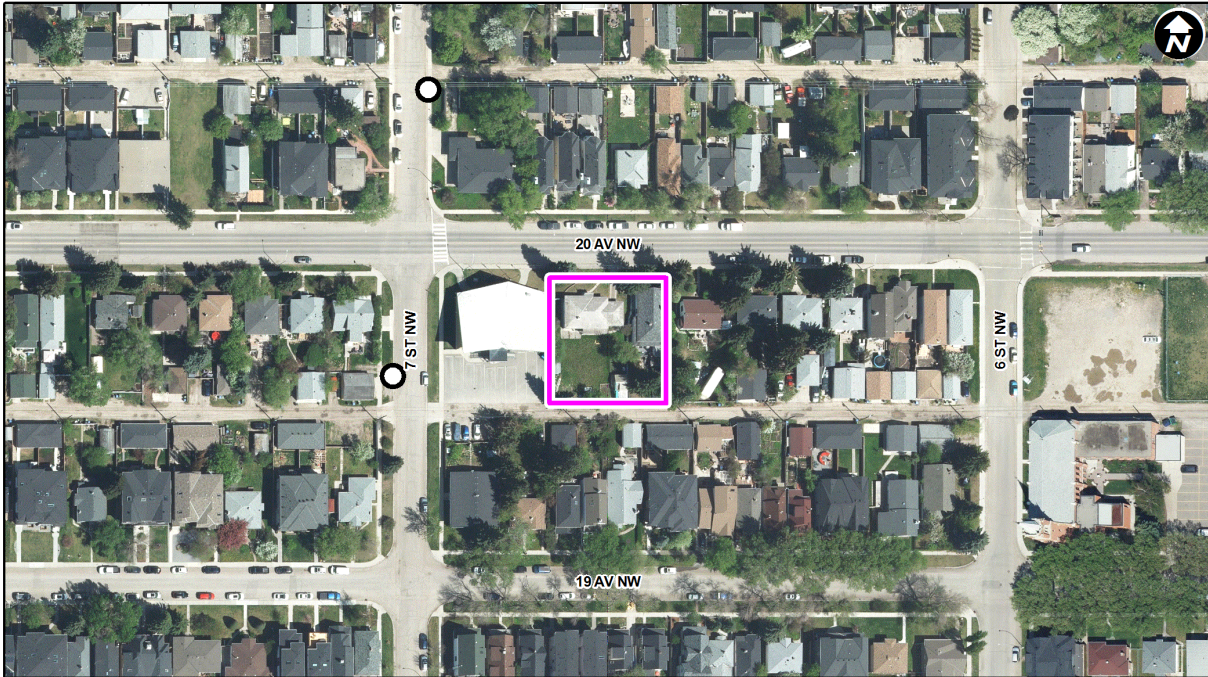
Mount Pleasant	
Peak Population Year	2018
Peak Population	6,001
2019 Current Population	5,889
Difference in Population (Number)	-112
Difference in Population (Percent)	-1.9%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

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

The proposed DC District (Attachment 5), based on the Multi-Residential – Contextual Grade-Oriented (M-CG) District, would allow for grade-oriented buildings that are sensitive to neighbouring low-density homes. The proposed DC District maintains rules of the M-CG District such as building height, chamfer, and side setback while also allowing for a maximum floor area ratio (FAR) of 1.5. At-grade orientation and street-orientation rules are included to ensure that future development results in a built form that is contextually appropriate. Rules are included for separation between buildings and for minimum amenity space areas that meet or exceed that of the base district to allow for a functional courtyard space.

The proposed DC District includes a rule that allows the Development Authority to relax Section 7 of the DC District Bylaw. Section 7 incorporates the rules of the base district in Bylaw 1P2007 where the DC District 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 District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district.

All other rules in the DC District, such as Motor Vehicle Parking Stall Requirements (Section 18), are specifically excluded from being able to be relaxed as the rules 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 the DC District, and the base 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 context of this site, additional items that will be considered through the development permit process 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, including provision of on-site bicycle parking and restrictions on parking permits for dwelling units under 45 square metres (Attachment 3).

The development permit application proposes to include 22 units, with 11 larger units proposed to be at-grade, and another 11 units proposed to be below-grade at 45 square metres or less.

Development permit DP2021-09266 identifies three separate buildings. Two buildings front onto 20 Avenue NW. One building contains three at-grade units and three below-grade units of less than 45 square metres. The other building contains two at-grade units and two below-grade units of less than 45 square metres. One building is located at the rear of the parcel and contains six at-grade units and six below-grade units of less than 45 square metres.

Vehicle parking for the larger above-grade units will be provided in a garage accessed from the lane. The development permit also provides Class 1 bicycle parking for all units less than 45 square metres.

The development permit submission is consistent with the rules of the proposed DC.

Transportation

Vehicular access is available from the rear lane with an 11-car garage (corresponding to the parking for the at-grade units) accessed from it.

Transit stops for Route 404 are available approximately 40 metres to the north of the site on 7 Street NW (a distance of approximately 75 metres, less than one-minute walk), with another bus stop for Route 404 approximately 170 metres to the west along 20 Avenue NW. Sixteenth Avenue NW is approximately 450 metres south of the site, offering a range of goods and services, as well as primary transit service, with Route 19 (16 Ave N) and the Max Orange BRT (Brentwood to Saddle Towne), available along 16 Avenue NW (approximately a five-minute walk from the site).

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

Environmental Site Considerations

No environmental concerns have been 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 (16 Avenue NW). The proposal supports Main Street policies by providing residential densities that contribute to an active street environment and by 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 actions that specifically address the objectives of the [Climate Resilience Strategy](#). Further opportunities to align future development on this site with applicable climate resilience strategies were being explored and encouraged through consideration of the development permit application (DP2021-09266).

North Hill Communities Local Area Plan (Statutory – 2021)

The subject site is adjacent to 20 Avenue NW, within the Neighbourhood Connector urban form category and a building scale of Low-Modified (up to four-storeys) in the [North Hill Communities Local Area Plan](#) (LAP).

The Neighbourhood Connector areas are meant to support a range of residential uses in a broad range of mix, type, and form. The Low building scale indicator in this context is typically

characterized by apartments, stacked townhouses and mixed-use buildings. The proposed land use amendment is in alignment with applicable policy of the LAP.