

Background and Planning Evaluation

Background and Site Context

The site is located at the northeast corner of 4 Street NW (a Neighborhood Main Street) and 17 Avenue NW in the community of Mount Pleasant. The site is approximately 0.06 hectares (0.14 acres) in size and is developed with a single detached dwelling and detached garage with rear lane access.

The surrounding area is generally characterized by the R-C2 District in the form of single and semi-detached dwellings. Parcels immediately to the north and south of 17 Avenue are designated as the Multi-Residential – Contextual Medium Profile (M-C2) District and are developed with multi-residential buildings (apartments and four-plexes).

The 16 Avenue NW Urban Main Street is located one block to the south of the site (approximately 100 metres), offering a range of goods and services, as well as primary transit. The Balmoral School is located approximately 270 metres to the east.

Community Peak Population Table

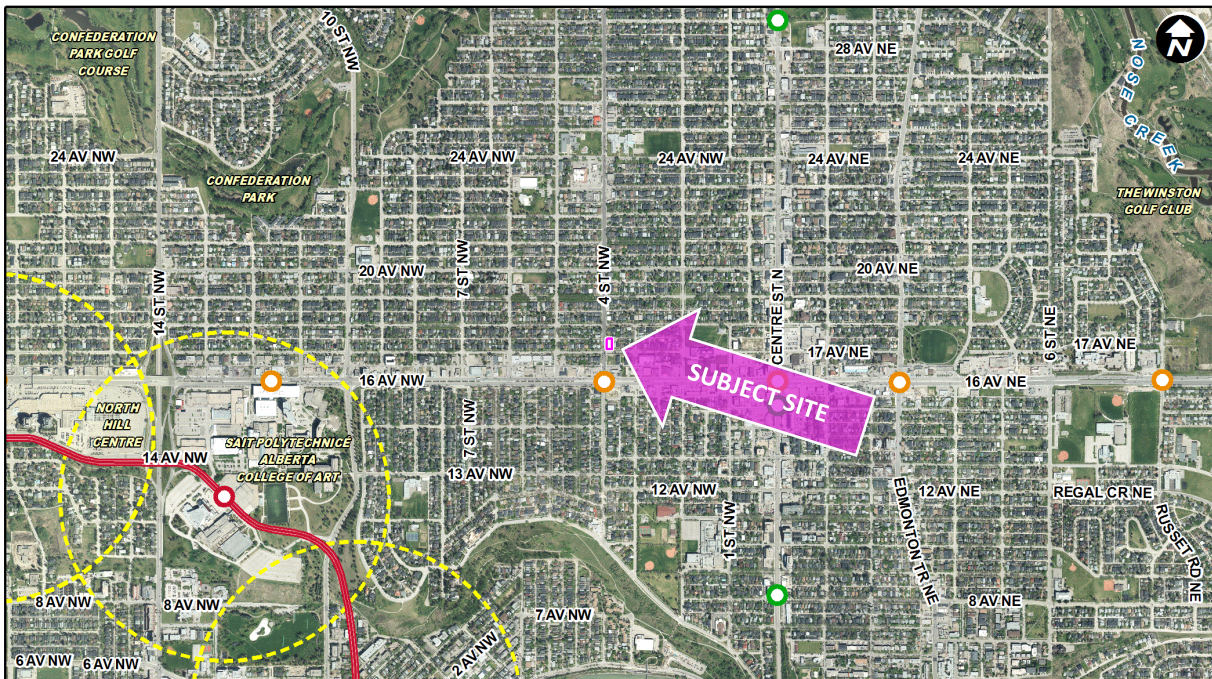
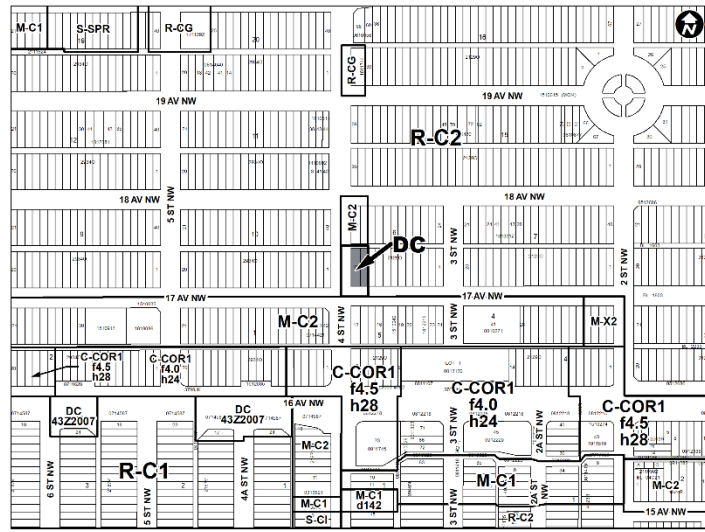
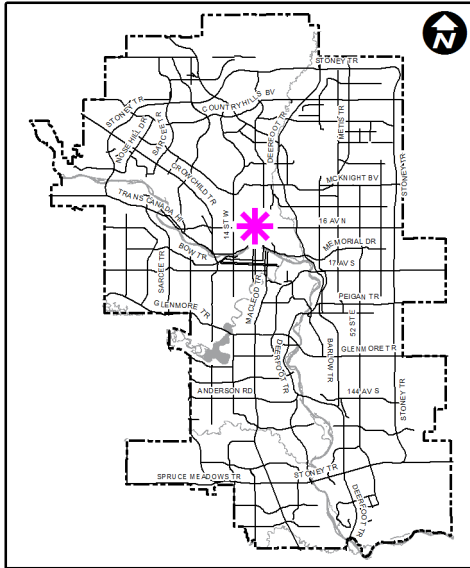
As identified below, the community of Mount Pleasant reached its peak population in 2018.

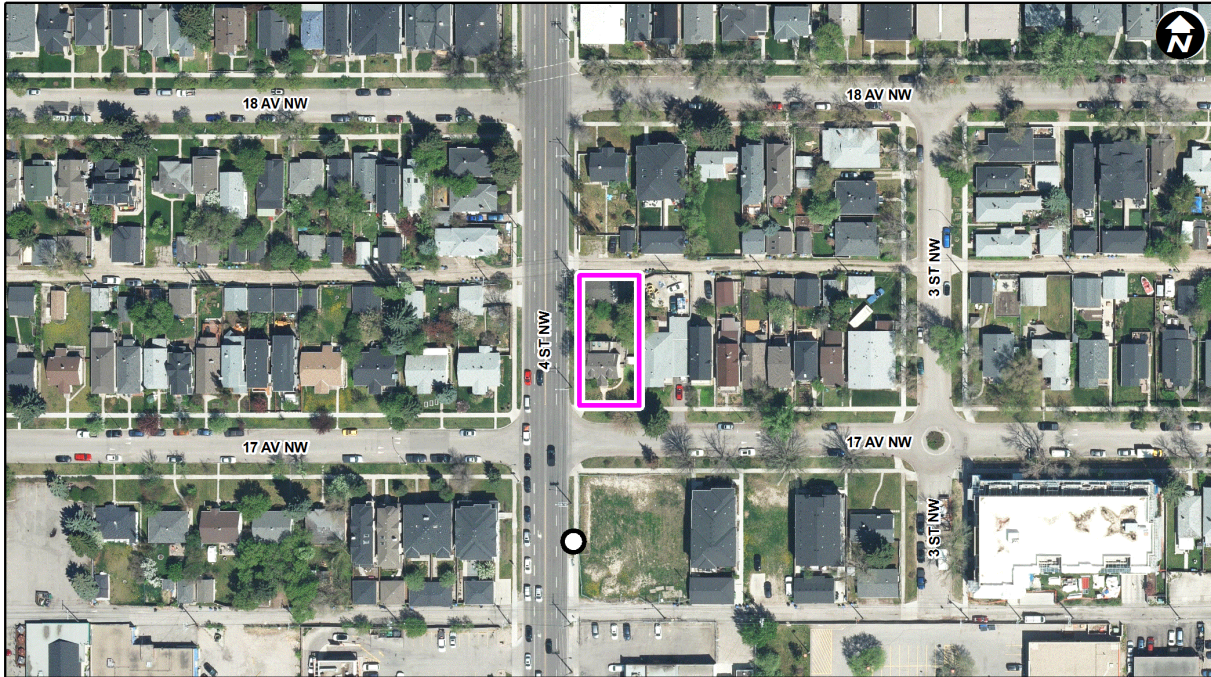
Mount Pleasant	
Peak Population Year	2018
Peak Population	6,001
2019 Current Population	5,889
Difference in Population (Number)	-112
Difference in Population (Percent)	-1.9%

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 with 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 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 17), 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 corner 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 10 units total, with five larger units at-grade, and another five units to be below-grade at 45 square metres or less. It includes two buildings, one of which (three at-grade and three below-grade units) fronts onto 4 Street NW, with the remaining four units (two at-grade and two below-grade units) fronting 17 Avenue NW.

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

Transportation

Vehicular access is available from the rear lane with a five-car garage (corresponding to the at-grade units) accessed from it.

This site is located approximately 100 metres (one-minute walk) to bus stops along 16 Avenue NW that are serviced by Route 19 (16 Ave N) and the Max Orange BRT (Brentwood to Saddletowne). A bus stop for Route 2 (Mount Pleasant/Killarney 17 Av SW) is located approximately 50 metres south of the site on 4 Street NW (less than a one-minute walk).

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 located along 4 Street NW, which is classified as a Neighbourhood Main Street in this area, and is in close proximity to another Urban Main Street (16 Avenue NW). 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 would 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 are being explored and encouraged through consideration of the Development Permit application (DP2021-8227).

North Hill Communities Local Area Plan (Statutory – 2021)

The subject site is adjacent to 4 Street NW within the Neighbourhood Connector urban form category with a Low building scale of up to six-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 the applicable policies of the LAP.