

Background and Planning Evaluation

Background and Site Context

The subject site is located on the northwest corner of 16 Avenue NW and 2 Street NW, and is comprised of 13 parcels that total 0.68 hectares (1.68 acres) in size. An east-west lane bisects the site, creating unique conditions on each side of the lane. The portions of the site fronting onto 16 Avenue NW (south of the lane) are developed with a range single-storey commercial uses including restaurants, professional services, and retail. Parcels fronting onto 17 Avenue NW and 2 Street NW (north of the lane) are developed with single detached residential dwellings.

Surrounding development is a mix of commercial, residential, and institutional uses. To the south and west is commercial development along the 16 Avenue NW corridor. Residential uses are to the north of the subject site, while the historic Balmoral School and accompanying playfields sit to the east. The school was opened in 1914 and currently serves students from grades five to nine. Parcels to the west and south are designated as Commercial – Corridor 1 (C-COR1) District, while lands to the north and east are designated as Residential – Contextual One / Two Dwelling (R-C2) District.

The site benefits from several surrounding open spaces and amenity features. Balmoral Circus is approximately 200 metres (3-minute walk) to the north of the subject site where upgrades to the space are currently underway. Once complete, Balmoral Circus is anticipated to be an inviting pedestrian-oriented space for area residents and visitors. The Balmoral School playfields, which are across the street from the subject site, also offer open space for public use outside of school hours. Additionally, 2 Street NW is identified as an on-street bikeway that provides north-south active modes connections adjacent to the subject site. The bikeway provides connection to the Centre City and the Regional Pathway system.

Community Peak Population Table

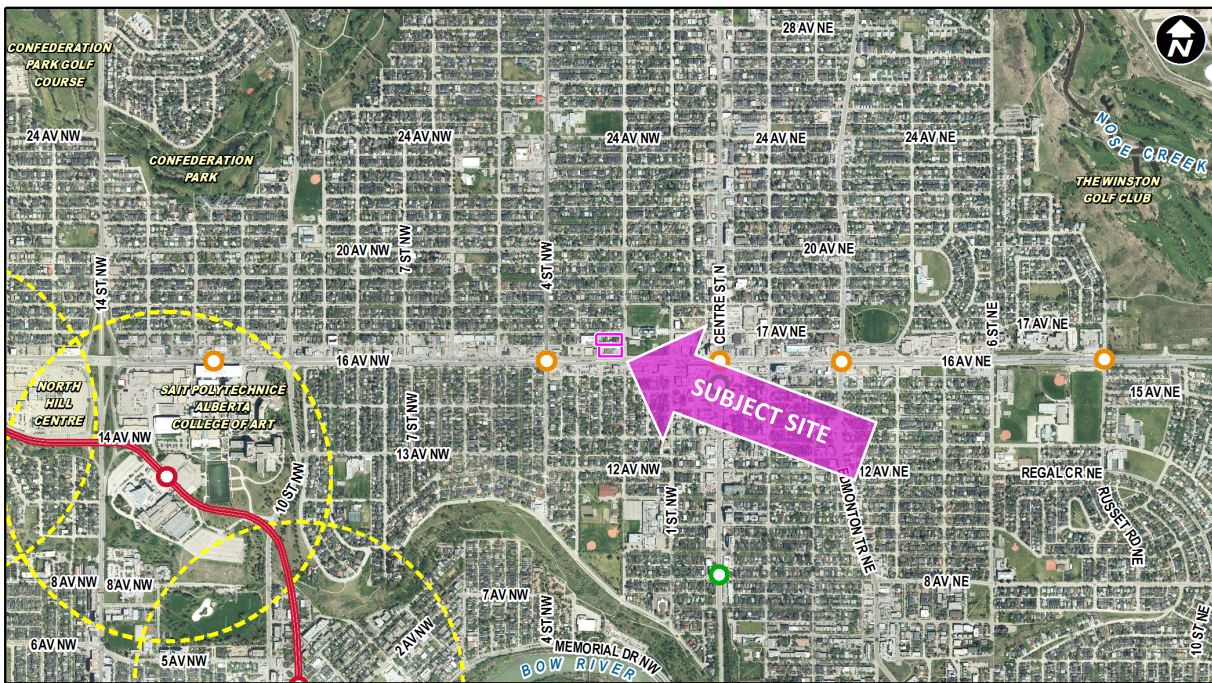
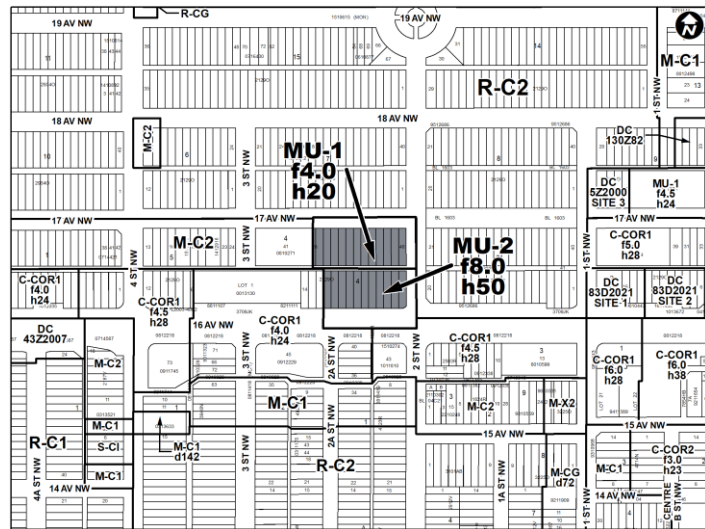
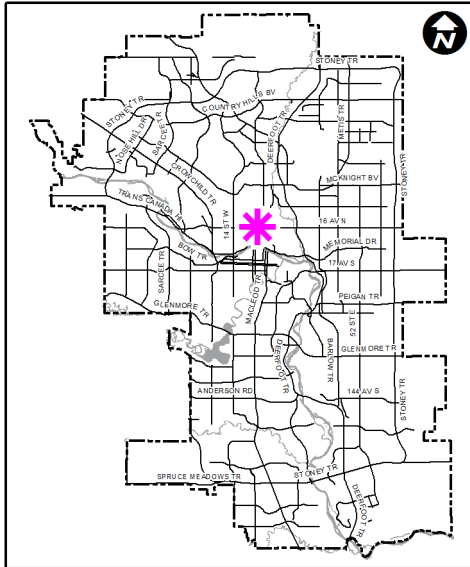
As identified below, the community of Mount Pleasant reached its peak population in 2018.

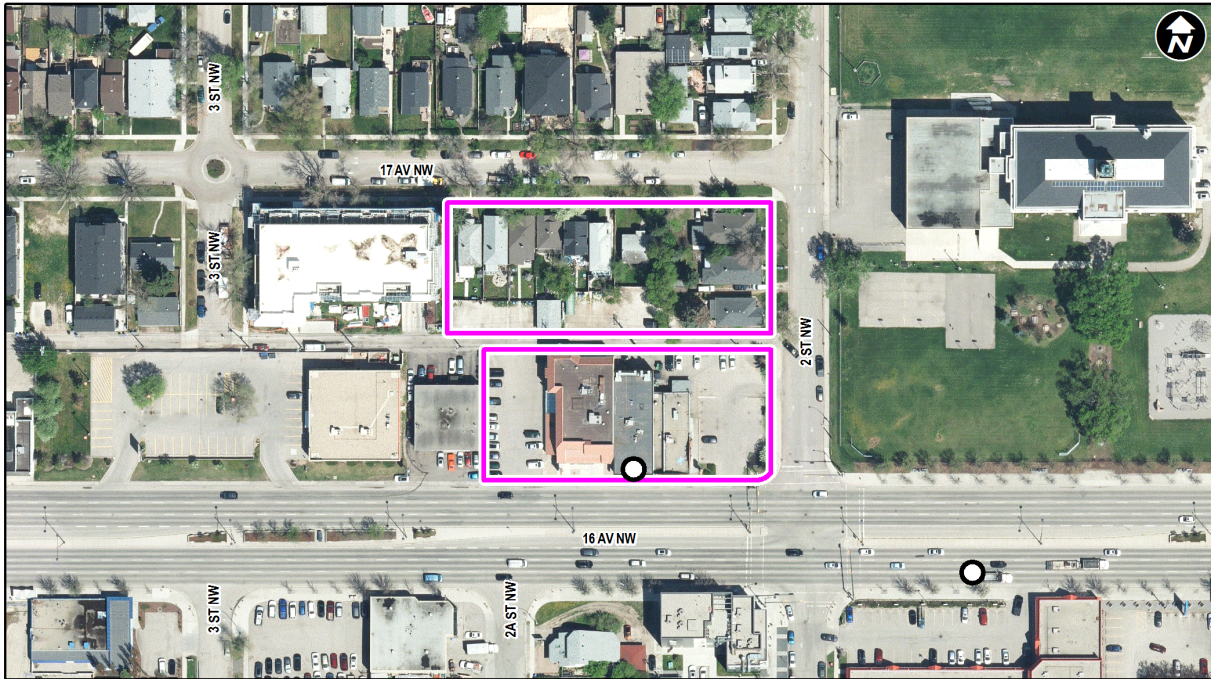
Mount Pleasant	
Peak Population Year	2018
Peak Population	6,001
2019 Current Population	5,889
Difference in Population (Number)	-112
Difference in Population (Percent)	-0.56%

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 Commercial – Corridor 1 (C-COR1), Multi-Residential – Contextual Medium Profile (M-C2) and Multi-Residential – Medium Profile Support Commercial (M-X2) Districts allow for a mix of commercial and multi-residential development. The C-COR1 District is located along the 16 Avenue NW frontage and is intended to allow for commercial uses on the ground floor, while upper floors may include residential and/or office uses. The C-COR1 portions of the site have two height and density modifiers. The modifiers allow for a maximum building height of 24.0 metres and a maximum floor area ratio (FAR) of 4.0 on the western portion of the site, and allow a maximum building height of 28.0 metres and FAR 4.5 on the eastern portion.

Parcels that front onto 2 Steet NW are currently designated M-X2 District. This District enables multi-residential development with support commercial uses that are restricted in size and location within a building. A maximum building height of 16.0 metres and FAR of 3.0 are allowed in the District.

The M-C2 District is assigned to parcels that front 17 Avenue NW. It provides for multi-residential development in a variety of forms. The District allows for a maximum building height of 16.0 metres and FAR of 2.5.

This land use amendment proposes the Mixed Use - General (MU-1) and Mixed Use – Active Frontage (MU-2) Districts. The MU-2f8.0h50 District is proposed along the 16 Avenue NW Urban Main Street and is bound to the north by the lane that bisects the site. It requires commercial uses to be located at the ground floor with opportunity for a variety of uses above

such as, but not limited to, residential or office. It would allow a maximum floor area ratio (FAR) of 8.0 with a maximum building height of 50 metres. A maximum building height of 50 metres is proposed to allow the potential for office development, which has greater floor to ceiling heights than residential development. As outlined in the *North Hill Communities LAP*, the maximum number of storeys supported by policy is limited to 12, regardless of the uses proposed. The MU-2 District was chosen in this location for the range of uses allowed as well as the requirement to provide active ground floor uses, which will help to activate the 16 Avenue NW Urban Main Street.

The MU-1f4.0h20 District is proposed for the northern portion of the site. This district accommodates a mix of multi-residential and commercial development within the same building. It includes a maximum FAR of 4.0 and maximum building height of 20 metres (approximately six storeys). This land use was chosen because it enables the height and density proposed in the *North Hill Communities LAP*. The LAP provides direction around the number of commercial uses that can be located on the northern portion of the site that is proposed as MU-1. Commercial uses in this location are not generally supported by policy and any commercial development north of the lane, particularly along the 17 Avenue NW frontage, is strongly discouraged. At the development permit stage, the appropriateness of proposed uses will be reviewed against LAP policy to ensure they align with the vision for the area.

Combined, the two districts allow for an average FAR of 5.71 across the subject site. Viewed comprehensively, the land uses allow for densification and intensification along an Urban Main Street that transitions to a lower scale and building height moving northward into adjacent low density residential to the north.

Development and Site Design

If approved by Council, the rules of the MU-1f4.0h20 and MU-2f8.0h50 Districts would provide guidance for the future redevelopment of the site. The east-west lane separates the proposed MU-2 District to the south and proposed MU-1 District to the north. The site on the south side of the lane could accommodate a larger mixed use building, while the site on the north side of the lane is envisioned to accommodate a smaller built form in order to appropriately transition into the existing neighbourhood. Vehicular access is would be required to be provided via the lane, thereby enabling contiguous street-fronting development.

The MU-2 District requires active frontages which would primarily front onto 16 Avenue NW and may also front onto 2 Street NW on the southern portion of the site. Building setbacks are required through the MU-2 rules. The *North Hill Communities LAP* also includes policy direction regarding building setbacks and other building design items such as reducing building massing, building articulation, and defining a continuous streetwall.

The MU-1 District allows for multi-residential development with optional commercial development at grade. As per the *North Hill Communities LAP*, specifically that of the Neighbourhood Local Urban Form Category, significant commercial at grade would not align with policy direction along the 17 Avenue NW frontage of the subject site. Therefore, development along 17 Avenue NW is to be primarily residential in nature.

Review of a subsequent development permit would pay particular attention to, but not limited to, the following key design elements:

- Shadow impacts on surrounding properties as well as the Balmoral School and adjoining playfields/sport courts;
- Building architecture, articulation, and methods to break up building mass;

- At-grade interface and design of commercial spaces;
- Public realm and landscaping, including within the 5.182 metre bylaw setback for public realm improvements along 16 Avenue NW;
- Mix of uses within the building;
- Active transportation connections and contributions to potential network improvements;
- Amenity space provisions; and
- Site access and laneway improvements.

Transportation

Map 1 of the *Calgary Transportation Plan* identifies 2 Street NW as an on-street bikeway. Alongside the upgrades to Balmoral Circus, traffic calming pilot projects were undertaken for both 2 Street NW and 1 Street NE as part of an overall strategy to enhance the north-south active transportation facilities locate within the *North Hill Communities LAP* boundaries.

The *Calgary Transportation Plan* identifies the classification of 16 Avenue NW as an Urban Boulevard within the Urban Main Street structure outlined in the MDP. Transit stops for the Max Orange BRT are located within 300 metres (4-minute walk) while the stops for Route 19 (16 Ave N) are less than 100 metres from the subject site. The site is also less than 400 metres (5-minute walk) from the future Green Line LRT station at 16 Avenue N and Centre Street N.

Administration determined that consideration of traffic impact assessments (TIAs) for the subject lands should be deferred to the development permit stage. This determination was made for two reasons: first, it is possible that the MU-2 and MU-1 lands on either side of the lane will proceed as separate projects and this approach will allow for individual reports with more detailed study of each proposal; and secondly, deferring the TIAs may provide a greater partnering opportunity for improvements to the local mobility network in conjunction with the development permit(s). The proposed mixed use districts would allow for increased density alongside rules that intend to reduce auto-dependency and increase transit and cycling usage. Deferral of the TIAs would facilitate a more direct correlation of the development to local improvements (for example to the 2 Street NW bikeway and/or 16 Avenue transit connections) to support the reduced auto-dependency for the site and for the corridor.

Vehicular access to the site is provided via a lane between 16 Avenue NW and 17 Avenue NW. The lane is accessible from 2 Street NW and 3 Street NW. Parking along 2 Street NW, 17 Avenue NW and 3 Street NW requires residential parking permits. Dwelling units on the subject site likely will not be eligible for residential parking permits although this will be reviewed in greater detail at the development permit stage.

Environmental Site Considerations

No environmental concerns were 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)

As per the [Municipal Development Plan](#) (MDP), the portion of the site fronting onto 16 Avenue NW falls within the Urban Main Street typology while that fronting onto 17 Avenue NW (north of the lane) is considered Residential Developed – Inner City.

Urban Main Streets require a minimum intensity of 200 people and jobs per hectare. They are also to be pedestrian and transit oriented, and typically feature at-grade commercial uses to activate the street. The MDP provides policy direction to ensure that a well-designed and inviting public realm is realized through consideration of elements such as human-scaled environments, solar exposure, street trees, and landscaping.

The Residential Developed - Inner City area comprises residential communities that primarily feature a grid road network, older housing stock in the form of low to moderate housing densities, and a finer mix of land uses along many of the edge streets. The land use along the 17 Avenue NW frontage (north of the lane) proposes a built form that respects the scale of the community through modest intensification while providing a building height and density that steps down from that seen on along the Urban Main Street. This ensures that intensification along Main Streets can be realized while respecting existing development in the area.

The proposal aligns with policy direction put forth in the MDP.

Climate Resilience Strategy (2018)

This application does not include any specific actions that address the objectives of the [Climate Resilience Strategy](#); however, the strategic location of the development in a transit rich area will enable increased use of public transit and has the potential to significantly reduce greenhouse gases that would otherwise be created through vehicle trips. Further opportunities to align development on this site with applicable climate resilience 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 northern portion of the subject site as within the Neighbourhood Local Urban Form category with a Low (up to six storeys) scale modifier. The LAP identifies the southern portion of the site as within the Neighbourhood Commercial Urban Form category with a scale modifier of Mid (up to 12 storeys).

The Neighbourhood Local Urban Form category is intended to be primarily residential in nature and include a range of housing types. Neighbourhood Commercial includes commercial uses at grade that front onto high activity commercial streets. A range of uses are enabled above the ground floor to realize mixed-use buildings.

This proposal is consistent with the Urban Form categories and scale modifiers in the LAP.

The LAP also identifies the site as within the 16 Avenue N Transit Station Area. It notes that this station is expected to have the highest level of activity and development intensity in the plan area. As such, development is to provide active frontages to support high levels of pedestrian

activity as well as commercial and residential uses above grade to enable desired residential and employment intensities.

The proposed land use amendment is in alignment with the broad range of applicable policy of the LAP.