

Background and Planning Evaluation

Background and Site Context

The proposed road closure and land use redesignation is located in the northwest community of Crescent Heights along a portion of the lane adjacent to three parcels, 236 and 238 - 15 Avenue NW and 1602 - 2 Street NW. The lane is wider along these three parcels on the western edge of the lane, allowing for a partial road right-of-way closure to align the property lines along the lane, and allow the remainder of the lane to stay functional. The proposed closure area is currently grassed and undeveloped, inaccessible due to concrete barricades on the north and west portion of the road closure area. It is completely unused. As seen in Attachment 2, Applicant Submission, the intent of the application is to create three areas to consolidate with the adjacent M-C2 parcels to the south and reestablish a consistent rear property line for parcels along the rest of the lane.

The entire proposed closure area is approximately 0.02 hectares in size, and is approximately 7 metres wide by 30 metres deep. The closure would create three separate smaller areas to align with the adjacent parcels to the south and allow for future consolidation. Each smaller area would be approximately 7 metres by 10 metres prior to consolidation.

The three adjacent parcels are each currently developed with single detached homes. The dwellings located 236 and 238 - 15 Avenue NW each have a rear garage that is accessed from 15 Avenue NW via driveways that travel along the side yard of the homes. The dwellings located at 1602 - 2 Street NW does not have any parking provided on the parcel, and does not currently use the lane for access.

The proposed road closure is adjacent to residential developments to the south, and commercial activities located across the lane to the north facing 16 Avenue NW. The majority of the parcels along 15 Avenue NW, between 2 Street NW and 1 Street NW are designated as Multi-Residential – Contextual Medium Profile (M-C2) District. The end lots along 1 Street NW are designated as Multi-Residential – Medium Profile Support Commercial (M-X2) District. The block is currently developed with single detached dwellings. To the west, 2 Street NW is similarly developed with single detached dwellings and is designated as Multi-Residential – Contextual Low Profile (M-C1) District. The commercial parcels along 16 Avenue NW are designated as the Commercial – Corridor 1 (C-COR1) District and include businesses such as medical clinics, restaurants, salons, and retail establishments.

Community Peak Population Table

As identified below, the community of Crescent Heights reached its peak population in 2019, and the population has since remained the same.

Crescent Heights	
Peak Population Year	2019
Peak Population	6,620
2019 Current Population	6,620
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 [Crescent Heights Community Profile](#).



Previous Council Direction

None.

Planning Evaluation

Road Closure

The application proposes to close a 0.02 hectare portion of road right-of-way in a lane adjacent to 236 and 238 - 15 Avenue NW and 1602 - 2 Street NW. This closure will align the rear property lines of the parcels included in this application with the rear property line of the neighbouring parcel, 232 - 15 Avenue NW, allowing the remaining lane to function as it has been. The closure proposes three separate areas to facilitate consolidation with the adjacent parcels to the south as shown on the Registered Road Closure Plan in Attachment 4.

The Road Closure Conditions are provided in Attachment 5.

Land Use

This application proposes redesignating the road right-of-way as M-C2 District. This is in alignment with the neighbouring adjacent parcels and along the majority of the block. The M-C2 District accommodates multi-residential developments with higher numbers of dwelling units than low density residential and lower profile multi-residential land use districts. The M-C2 District allows for a maximum floor area ratio of 2.5 and a maximum building height of 16.0 metres (approximately 4 storeys). The M-C2 District allows for seamless consolidation with the neighbouring parcels to the south, which share this designation.

Development and Site Design

The rules of the proposed M-C2 District will provide guidance for the future redevelopment of these parcels including appropriate uses, building height and massing, landscaping and parking.

Given the specific context of this site, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an appropriate vehicle access to the sites from the lane; and
- mitigating shadowing, overlooking, and privacy concerns.

Transportation

A Transportation Impact Assessment was not required as part of this application. Pedestrian access along 2 Street NW will remain along the existing sidewalk. The adjacent residential parcels that this portion of the lane runs along do not currently use the lane for vehicle access to the site, and instead have driveways accessed off 15 Avenue NW. The proposed road closure would close only a portion of the lane, allowing for future vehicle access to be off the lane for these parcels and allowing the lane to remain functional. The remaining adjacent lane will be 6.1 metres wide, in alignment with the neighbouring parcel to the east, and is sufficient width for access by local traffic and Solid Waste and Recycling vehicles.

The site is serviced by the Max Orange Primary Transit Route along 16 Avenue NW with a stop approximately 300 metres to the west (approximately a four-minute walk) and a stop approximately 400 metres to the west (approximately a five-minute walk). The site is also within 600 metres of a future Green Line station located near 16 Avenue N and Centre Street N.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary, and storm mains are available. Enmax power poles are currently located along the south and east edges of the road closure lands and will require the registration of an easement to protect these assets.

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 application builds on the principles of the IGP by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located on the edge of the Urban Main Street typology next to the Residential - Developed - Inner City area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). Applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit. Such redevelopment is intended to occur in a form and nature that respects the scale and character of the neighbourhood context.

The proposal is in keeping with relevant MDP policies as the proposed lane closure is proposing the same land use district as adjacent parcels. This allows for a variety of consolidation and development opportunities immediately and in the future.

Transit Oriented Development Policy Guidelines (2004)

The [*Transit Oriented Development \(TOD\) Policy Guidelines*](#) provide direction for the development of areas typically within a radius of 600 metres (10 minute walking distance) of an existing LRT station or a planned LRT station. The guidelines call for higher density, walkable, mixed-use areas around LRT stations to optimize the use of transit infrastructure and create mobility options for local residents. This site is within 600 metres of the future 16 Avenue North Green Line station.

The TOD guidelines call for transit supportive land uses and optimized density around stations. The lane closure and proposed M-C2 District are in alignment with this policy, providing the opportunity to consolidate with neighbouring parcels. Specific design elements, such as parking, site access, massing and height will be evaluated through a development permit.

Climate Resilience Strategy (2018)

This application does not include any specific actions that address objectives of the [*Climate Resilience Strategy*](#). Further opportunities to align development of the consolidated sites in the future with applicable climate resilience strategies may be explored and encouraged at subsequent development approval stages.

16 Avenue North Urban Corridor Area Redevelopment Plan (Statutory – 2017)

The subject area is located within the Multi Residential Medium Density Low Minimum area as identified on Map 1: Land Uses within the [*16 Avenue North Urban Corridor Area Redevelopment Plan*](#). The proposed land use allows for consolidation of the lane with the adjacent parcels now, and allows for future consolidation in a variety of configurations for future redevelopment which aligns with the plan.

North Hill Communities Local Area Plan (Statutory – 2020)

Administration is currently working on the [*North Hill Communities Local Area Plan*](#) (LAP) which includes Highland Park and surrounding communities. Planning applications are being accepted for processing during the local growth plan process. The proposed *North Hill Communities LAP* was recommended for approval by the Standing Policy Committee on Planning and Urban Development and will be heard at the Combined meeting of Council on 2021 March 22. The proposed land use is in alignment with the proposed *North Hill Communities LAP*.