

Road Closure and Land Use Amendment in Highland Park (Ward 4) at multiple addresses, LOC2024-0139

RECOMMENDATIONS:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed closure of 0.12 hectares \pm (0.29 acres \pm) of road (Plan 2510791, Area 'A'), adjacent to 3624 Centre A Street NE and 3703 – 1 Street NE, with conditions (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 0.43 hectares \pm (1.06 acres \pm) located at 3703 and 3707 – 1 Street NE and 3620, 3624 and 3704 Centre A Street NE (Plan 7330HA, Block 17, Lots 1, 2, 23 and 24; Plan 3674S, Block 16, Lots 10 and 11) and the closed road (Plan 2510791, Area 'A') from Residential – Grade-Oriented Infill (R-CG) District and Undesignated Road Right-of-Way to Residential – Grade-Oriented Infill (R-CG) District, Multi-Residential – Contextual Grade-Oriented (M-CG) District and Multi-Residential – High Density Low Rise (M-H1) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 5:

That Council:

1. **Refuse and Abandon Proposed Bylaw 10C2025** for the closure of 0.12 hectares \pm (0.29 acres \pm) of road (Plan 2510791, Area 'A'), adjacent to 3624 Centre A Street NE and 3703 – 1 Street NE, with conditions (Attachment 2); and
2. **Refuse and Abandon Proposed Bylaw 125D2025** for the redesignation of 0.43 hectares \pm (1.06 acres \pm) located at 3703 and 3707 – 1 Street NE and 3620, 3624 and 3704 Centre A Street NE (Plan 7330HA, Block 17, Lots 1, 2, 23 and 24; Plan 3674S, Block 16, Lots 10 and 11) and the closed road (Plan 2510791, Area 'A') from Residential – Grade-Oriented Infill (R-CG) District and Undesignated Road Right-of-Way to Residential – Grade-Oriented Infill (R-CG) District, Multi-Residential – Contextual Grade-Oriented (M-CG) District and Multi-Residential – High Density Low Rise (M-H1) District.

Opposition to Recommendations: Commissioner Hawryluk, Commissioner Small, Commissioner Campbell-Walters, and Commissioner Remtulla

HIGHLIGHTS

- This application seeks to close a portion of road right-of-way and designate that portion of land and adjacent parcels to allow for rowhouses, townhouses and multi-residential development up to six storeys in height.
- The proposal would allow for an appropriate level of density in close proximity to an Urban Main Street and the Primary Transit Network and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *North Hill Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? An undeveloped portion of road right-of-way and adjacent lands would be made available for development. The proposed Residential –

Approval: **M. Sklar** concurs with this report. Author: **G. Chaudhary**

City Clerks: **A. Oloko / K. Picketts**

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Grade-Oriented Infill (R-CG) District, Multi-Residential – Contextual Grade-Oriented (M-CG) District and Multi-Residential – High Density Low Rise (M-H1) District would allow for increased housing choice within the community and more efficient use of existing infrastructure in close proximity to a planned LRT station.

- Why does this matter? This proposal would enable development of land that is no longer needed for roads and provide more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This road closure and land use amendment application in the northeast community of Highland Park was submitted on 2024 May 17 by S+Co Planning+Design on behalf of the landowner, Robert Krebs. Real Estate and Development Services allowed for the inclusion of land owned by The City of Calgary to be reviewed for this land use amendment application including 3620, 3624 and 3704 Centre A Street NE and the adjacent road right-of-way. The approximately 0.43 hectare (1.06 acre) site is located between Centre A Street NE and 1 Street NE, and includes parcels to the north and south of the 36 Avenue NE road right-of-way as well as a portion of road right-of-way. It is situated approximately 100 metres (a two-minute walk) east of Centre Street N, an Urban Main Street and part of the Primary Transit Network.

As per the Applicant Submission (Attachment 3), the intent of the application is to close a portion of road right-of-way (Attachment 4) and redesignate the closed road, as well as the adjacent parcels to enable low density and multi-residential development.

No development permit application has been made at this time. A detailed planning evaluation of the application, including location maps and site context, is provided in the Background and Planning Evaluation (Attachment 1).

ENGAGEMENT AND COMMUNICATION

- ☒ Outreach was undertaken by the Applicant
- ☒ Public/interested parties were informed by Administration

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties was appropriate. In response, the applicant door-knocked at adjacent properties and discussed the application at meetings with the Highland Park Community Association and the Greenview Industrial Business Improvement Area (BIA). The Applicant Outreach Summary can be found in Attachment 5.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on site and published [online](#). Notification letters were also sent to adjacent landowners.

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Administration received four letters of opposition and one letter neither in support nor opposition from the public. The letters included the following areas of concern:

- loss of the existing pedestrian desire line path up the hill from 1 Street NE to Centre A Street NE;
- loss of the ability to take advantage of a flashing crosswalk at 36 Avenue NE and Centre Street N. The crosswalks at 34 and 38 Street NE lack flashing lights;
- loss of nature and habitat for existing birds, squirrels, skunks and a badger;
- loss of views to the east;
- increased noise, privacy concerns and light pollution;
- increased traffic and parking issues;
- height and density are out of character with the community; and
- overburdened infrastructure.

The Highland Park Community Association (CA) provided a letter neither supporting nor opposing the application. The CA indicated that they believe a geotechnical study, traffic study, market study and environmental impact analysis should be done before redesignating to the M-H1 District. They would also like to see a public stairway/pathway connecting the top of the slope down to 1 Street NE. The letter is available as Attachment 6.

Administration considered the relevant planning issues specific to the application and determined the proposal to be appropriate given its location in proximity to existing BRT routes and a future LRT station, as well as supportive LAP policy. The building and site design, number of units, height and privacy concerns, traffic and off-site impacts would be reviewed and determined at a future development permit stage.

Following Calgary Planning Commission, notifications for a Public Hearing of Council will be posted on site and mailed out to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

IMPLICATIONS

Social

This application meets the vision of the MDP and LAP. It would allow for additional housing options which may better accommodate the housing needs of different age groups, lifestyles and demographics towards fostering an inclusive community.

Environmental

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies would be explored and encouraged at subsequent development permit stages.

Economic

The ability to develop a variety of residential forms would contribute to Calgary's overall economic health by providing housing for residents and employment opportunities. It may also

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help to increase ridership and create a viable transit-oriented node around the future 40 Avenue N Green Line LRT Station.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

1. Background and Planning Evaluation
2. Proposed Road Closure Conditions of Approval
3. Applicant Submission
4. Registered Road Closure Plan
5. Applicant Outreach Summary
6. Community Association Response
7. **Proposed Bylaw 10C2025**
8. **Proposed Bylaw 125D2025**
9. **CPC Member Comments**
10. **Public Submissions**
11. **CONFIDENTIAL Public Submission**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform