

Background and Planning Evaluation

Background and Site Context

The subject site is located in the community of Highland Park in the northeast quadrant of the city, one block east of Centre Street N. The site consists of three parcels which are vacant, two parcels which each have a single detached dwelling, and an undeveloped road right-of-way. The portion of road right-of-way that is approximately 20 metres wide and 58 metres in length has not been developed due to the sloped conditions. The total site is approximately 87 metres wide and 58 metres in length. This application proposes to close the 0.12 hectares (0.29 acres) portion of road right-of-way and redesignate it and the adjacent 0.31 hectares (0.77 acres) of land to create a total area of 0.43 hectares (1.06 acres) for low density and multi-residential development. The site is accessed mainly from 1 Street NE with the potential for access from Centre A Street NE in the future. The site does not have a lane.

Surrounding development to the north, south and west of this proposal are low density single and semi-detached housing under the Residential – Grade-Oriented Infill (R-CG) District. To the east is an Industrial – Edge (I-E) District including the Calgary Transit Access Garage and parking area. There is also one parcel under the Direct Control District ([Bylaw 38D2023](#)) which was based on the I-E District but allows for the additional uses of auto body and paint shop and vehicle sales.

This site is ideally located near public transit, an industrial employment area, schools, recreation and retail areas. The Greenview Industrial Area is immediately adjacent to the east of the site and features auto, construction, fitness, food and beverage, retail and professional services. The Centre Street N Main Street and 40 Avenue pop-up park are located approximately 400 metres (a six-minute walk) to the northwest of the site at 40 Avenue NW and Centre Street N. This intersection is also the location of Bus Rapid Transit (BRT) stops and the future 40 Avenue N Green Line LRT Station. Buchanan Elementary School is located 450 metres (a seven-minute walk), and James Fowler High School is 700 metres (an 11-minute walk) to the west of the site. The Highland Park Community Association is 800 metres (a 13-minute walk) west of the site.

Community Peak Population Table

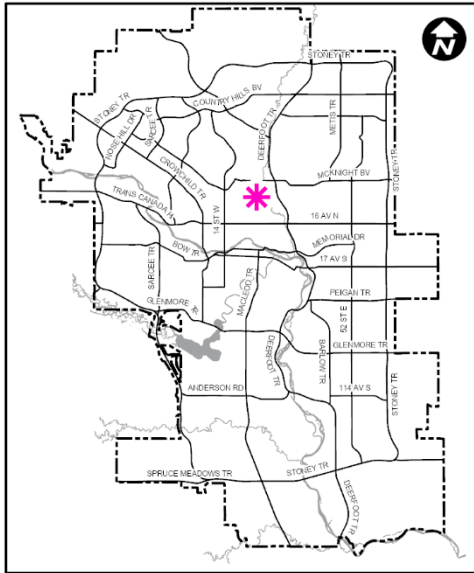
As identified below, the community of Highland Park reached its peak population in 1969.

Highland Park	
Peak Population Year	1969
Peak Population	4,875
2019 Current Population	3,838
Difference in Population (Number)	-1,037
Difference in Population (Percent)	-21.3 %

Source: *The City of Calgary 2019 Civic Census*

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

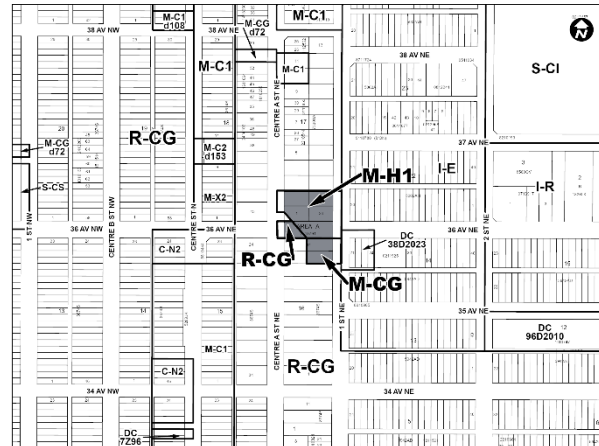
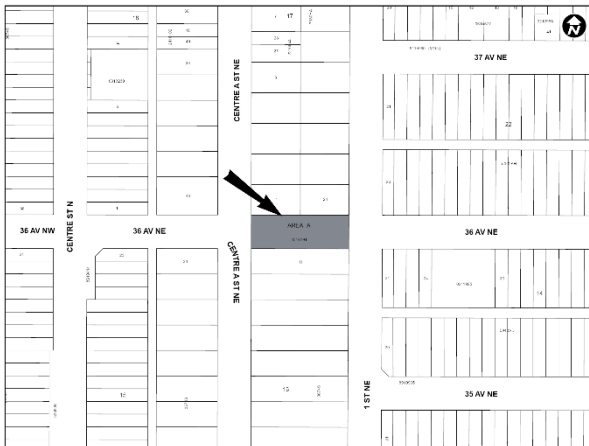
Location Maps



Road Closure Map



Land Use Amendment Map





Previous Council Direction

None.

Planning Evaluation

Road Closure

This application proposes to close 0.12 hectares (0.29 acres) of the original 36 Avenue NE road right-of-way. This road right-of-way is undeveloped due to the sloped conditions in the area. The road closure will be subject to the conditions of approval contained in Attachment 2.

Land Use

The subject site is made up of five parcels currently designated R-CG District and an undesignated road right-of-way. The existing and proposed R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare. Secondary suites (one backyard suite or one secondary suite per dwelling unit) are also allowed in the R-CG District and do not count towards allowable density. The parcel would require 0.5 parking stalls per dwelling unit and per secondary suite.

A portion of the road closure area is proposed to be redesignated to the R-CG District to accommodate access from Centre A Street NE to the existing R-CG site to the west of the proposed M-CG District area. The existing R-CG area to remain is not part of the scope of this land use amendment application however it is anticipated to be part of a future development

permit. The combined area of the existing and proposed R-CG District areas may allow up to eight dwelling units.

The proposed Multi-Residential – Contextual Grade-Oriented (M-CG) District allows for primarily townhouses and rowhouses and is intended to be in close proximity or adjacent to low density development. The M-CG District allows for a maximum building height of 12 metres. The maximum density is 111 units per hectare (maximum 11 dwelling units).

A portion of the road closure and the northern parcels are proposed to be redesignated to Multi-Residential – High Density Low Rise (M-H1) District which would allow for high density multi-residential development including stacked townhouses and apartment buildings. The M-H1 District allows for a maximum building height of 26 metres, a minimum density of 150 units per hectare (minimum 43 units) and does not have a maximum density.

The M-H1 District has rules regarding street wall step-backs and building separation to respond to the immediate urban context as well as requirements for landscaping and amenity space. Both multi-residential districts would require 0.625 parking stalls per dwelling unit and per secondary suite with the potential for a reduction for transit supportive multi-residential development since the site is within 400 metres of an existing BRT station.

Development and Site Design

The rules of the proposed R-CG, M-CG and M-H1 Districts would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking. It is anticipated that this project will be referred to the Urban Design Review Panel at the development permit stage. Given the specific context of this site, additional items that will be considered through the development permit process include, but are not limited to:

- mitigating shadowing, privacy and overlooking impacts;
- ensuring an engaging built interface between the development and the public realm along both Centre A Street NE and 1 Street NE;
- careful consideration of how the proposed amenity spaces are accessed and function from a pedestrian perspective; and
- slope adaptive design and use of Crime Prevention Through Environmental Design (CPTED) to achieve desired design outcomes.

Transportation

The site is accessible via existing sidewalks on Centre A Street NE and 1 Street NE. Centre A Street NE terminates north of 36 Avenue NE, due to the sloped conditions. An existing pedestrian desire line path cuts across the site from the southeast to northwest and this location has been identified as a recommended pathway in the Always Available for All Ages and Abilities (5A) network. Administration worked with the applicant and internal Public Spaces Project Development, Pathways and Trails, Mobility Maintenance and Public Spaces Delivery Teams to determine if a functional design could include a stair and pathway connection. Unfortunately, a public pathway project was determined to not be viable due to the steep sloped conditions which means that a public pathway would require stairs and would therefore not meet 5A compliant specifications for accessibility.

A public access easement agreement to enable the creation of a future pathway was ultimately not required as part of this road closure and land use amendment application review.

Regarding the City's 5A cycling network, an existing on-street bikeway is located along 1 Street NE. West of the site, Centre Street North is identified as a recommended on-street bikeway. The R-CG, M-CG and M-H1 rules require bicycle parking facilities which will be reviewed as part of a future development permit application.

The site is well served by Calgary Transit. Route 3 (Sandstone / Elbow Drive) is located on Centre Street and 36 Avenue N, approximately 100 metres west from the site. Due to the existing topography, access to the stop via sidewalks along Centre A Street NE is 500 metres (an eight-minute walk) away. Additional Transit route stops at Centre Street and 40 Avenue NE are available approximately 350 metres (a five-minute walk) northwest of the site. This stop includes Bus Rapid Transit (BRT) Route 300 (Airport / City Centre) and BRT Route 301 (North / City Centre). The future 40 Avenue N Green Line LRT Station is planned approximately 400 metres (a six-minute walk) to the northwest.

Vehicular access is proposed to be from both 1 Street NE and Centre A Street NE. Multi-family sites with over 100 dwelling units require a secondary access. A Transportation Impact Assessment may be required at the development permit stage. This would likely include confirmation of proposed unit counts, location and number of vehicular driveways, proposed motor vehicle parking supply and proposed loading facilities and waste and recycling retrieval facilities. A City standard turnaround bulb will be required at the south terminus of Centre A Street NE, with some land from the subject site required.

Environmental Site Considerations

No environmental concerns were noted for this site.

Utilities and Servicing

Water and sanitary sewers are available to service this subject site, with separate service connections required for each proposed lot. A sanitary servicing study will be required with a future development permit application to determine the impact to the downstream capacity in the local sanitary mains. A storm extension upgrade is required for future development.

At the development permit stage, a Slope Stability Report prepared by a qualified Geotechnical Engineer will be required. If required, a Development and Geotechnical Covenant may be registered against the affected lot(s), prohibiting the development of the lot(s) except in strict accordance with the development restriction recommendations in the Slope Stability Report.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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.

Municipal Development Plan (Statutory – 2009)

[The City of Calgary Municipal Development Plan](#) (MDP) identifies this site as part of the Developed Residential – Inner City area as identified in Map 1: Urban Structure. Policy indicates sites within the Inner City area may intensify, particularly in transition zones adjacent to areas designated for higher density (i.e., Neighbourhood Main Street). The site is approximately 100 metres from Centre Street N, which is a Main Street. The proposed R-CG, M-CG and M-H1 Districts recognize the predominantly residential nature within the community and supports

intensification that respects the scale and character of the neighbourhood. This application is in keeping with relevant policies in the MDP.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

North Hill Communities Local Area Plan (Statutory – 2021)

Policies within the [North Hill Communities Local Area Plan](#) (LAP) support redevelopment in transit supportive areas. The site is identified for higher density and scale residential uses as part of the “Neighbourhood Local” Urban Form policy area. The Neighbourhood Local Urban Form represents more residentially oriented areas of the North Hill Communities. The eastern half of the site is also within the Industrial Transition area where compatible industrial working spaces and work-live units may be encouraged. The site is located in a “Low - Limited” Building Scale (up to three storeys) on the southern portion and a “Low” Building Scale (up to six storeys) on the northern portion. The site is also located within the 40 Avenue Station Area and the northern portion of the site is within the 40 Avenue N Transition Zone. The proposed land use districts are in alignment with the applicable policies of the LAP.