

# Community Association Response



Highland Park Community Association  
3716 2<sup>nd</sup> St. NW  
Calgary, AB T2K 0Y4

January 7, 2025

Circulation Control, Planning and Development  
City of Calgary  
Attn: Geneva Chaudry, File Manager

RE: LOC 2024-0139 3703 1 Street NE and Multiple Addresses

Members of the Highland Park Community Association Planning & Development Committee ("the Committee") met recently with Robert Krebs and Chuck Smith. Mr. Krebs is the owner of 3703 and 3707 1 Street NE. Mr. Smith is with S+Co Planning+Design. They presented to the committee theoretical concept plans for the parcels at addresses 3703 and 3707 1 Street NE, 3704 Centre A St NE, 3620 and 3624 Centre A Street NE, and the 36 Avenue road allowance. One parcel not under consideration is 3703 Centre A St NE. The area is shown as Neighbourhood Local in the *North Hill Communities Local Area Plan* (NHCLAP) with a building height limit of up to 6 storeys. The Committee fully supports increasing housing density according to the NHCLAP. Regardless there are a few questions and concerns about the proposed land use changes.



Committee members understood Mr. Krebs to say that he is not the owner of all the land under consideration and is in negotiation with the City about purchasing the properties. It seemed premature to be applying for land use changes when the ownership for most of the land has not been transferred yet. However, we understand that the land use redesignation is a city requirement in order to sell the road allowance.

There is a steep slope at the west end and there is no easy route down for pedestrians. The above Google map image shows where human footpaths have been created. It should be noted that the footpath running from the end of Centre A Street NE down to 1 Street NE follows a 36 Avenue NE road allowance depicted on the City's topographic map series. It was understood by community members that the original intention was to have Centre A Street NE extended to curve along that road allowance and intersect 1 Street NE.



[Source: <https://www.arcgis.com/apps/mapviewer/index.html?webmap=f14d9e5063694289b4a5c0b9fec52369> ]

There first needs to be clarity about the legal description of the 36 Avenue NE road allowance down the slope before any land sale by the City occurs. The MyProperty map simply shows that no lots have been defined in the area that is a straight line running between 36 Avenue at Centre A St NE and 36 Avenue at 1 Street NE. This blank area is being depicted as the road right-of-way. However, this does not agree with the road allowance shown on the section / township map. We understand that a land survey will be required before land use changes can be taken to the Calgary Planning Commission (CPC) for their approval and recommendation to Council.

Mr. Smith and Mr. Krebs stated they used the City's LIDAR data when developing their concept plans and that an early geotechnical report was "positive" but that comprehensive geotechnical surveys have not been completed on the property yet. Given the topography of the parcels, this is felt by the committee members to be crucial to fully assessing the validity of any concept plans or the land use changes based upon those theoretical plans. Again, it seems premature to request a land use change which would allow for certain types of redevelopment if a subsequent full geo-technical analysis shows that the envisioned developments are not feasible. However, should any development permit application be made in the future, then it is likely that a comprehensive geotechnical report will be required at that time.

Mr. Krebs and Mr. Smith indicated to Committee members that no market studies had been done yet. It was pointed out to them that there is an approved Development Permit existing for the land at 4055 & 4111 1 Street NE for a multi-storey apartment building (DP2020-8284). There has been no building activity undertaken on this site and the DP has been extended for another 2 years. Likewise, the properties at 107 40 Ave NE and 4019 Centre A St NE were approved for M-H1 land use in 2021 but no development has yet taken place. Those last-mentioned properties are now for sale. The lack of action on these approved projects does raise questions about the potential market for more apartments being built in the community with average unit sizes of 550 – 600 sq ft.

Connectivity downslope from Centre Street to the Greenview Industrial Areas through a public right-of-way is a desired amenity and service to the community. The existing footpaths currently offer some rudimentary connectivity. The residents of Highland Park would like to see a public stairway / pathway provided from the top of the slope down to 1 Street NE. This would allow people to access and patronize the businesses that exist in Greenview Industrial more easily. As the applicant pointed out, there are a number of restaurant facilities located in the Greenview Industrial area. Not only would a public stairway and pathway provide easier access to the businesses in Greenview Industrial, it would also enable better access for future residents to get uphill to the transit stops on Centre Street as well as to Buchanan School, James Fowler High School, and the playground and facilities at the Highland Park Community Centre. There is a pedestrian crossing signal at 36 Avenue and Centre Street which offers safe crossing and is in line with the road allowance downslope to 1 Street NE. A public access route straight through to Greenview Industrial area would be a logical extension of the safe pedestrian crossing at Centre Street.

Mr. Krebs and Mr. Smith stated that the City would not want to take on the liability of such a staircase / pathway connection. We would like to point out that the City has provided many such pathways and stairways for the use of citizens elsewhere. Better connectivity is supported by the NHCLAP which says in, 3.2.3 Connecting The City, Improved Cycling and Pedestrian Connections, page 96, that: "iii. improve pedestrian and cycling connections to Greenview Industrial and the Nose Creek regional pathway". Public access and connectivity was also an issue when DP2020-8284 was under consideration several years ago.

The HPCA Planning and Development Committee certainly has no concerns with certain of the parcels being redesignated as M-CG. Developments on these parcels would offer additional family-oriented housing along with secondary suites. The most crucial consideration is whether or not M-H1 for the area shown as Parcel 1 is viable, from the perspective of geotechnical suitability, a supportive market study, clarification of the apparent discrepancy in the placement of the road allowance, and traffic, infrastructure and environmental impact analyses.

We also ask the City to consider what happens to the land immediately west of the area delineated as Parcel 1 and climbing upslope to land adjacent to the laneway between Centre and Centre A Streets. Since it is not included in the proposed plan, then what are the City's intentions to maintain the property? The land has both a relatively flat area that could be developed for housing but then slopes steeply down towards Centre A St NE. The flat area is often used as an unofficial parking lot and we certainly do not wish for this leftover piece of land to be left untended, overgrown with weeds and a dumping ground for unwanted furniture.

The concept plans presented by Mr. Smith were impressive in their imaginative treatment of the land and we are supportive of R-CG and M-CG on Parcels 2 and 3 but have some reservations about supporting a land use change to M-H1 for Parcel 1. Changing the land use designation is just one step in the redevelopment process, and we acknowledge that it is at the Development Permit stage that the critical decisions regarding the feasibility and desirability of any redevelopment plans are made.

If you have any questions, please do not hesitate to contact me at [development@hpca.ca](mailto:development@hpca.ca)

Thank you.



D. Jeanne Kimber  
Development Director on behalf of the Planning and Development Committee  
Highland Park Community Association