

Background and Planning Evaluation

Background and Site Context

The subject site is located at the southeast corner of Edmonton Trail NE and 12 Avenue NE in the community of Renfrew at 1212 Edmonton Trail NE and 411 – 12 Avenue NE. Collectively, both sites are approximately 0.18 hectares (0.44 acres) in size and are approximately 36 metres wide by 45 metres long. The parcel adjacent to Edmonton Trail NE (1212 Edmonton Trail NE) is currently developed with a vacant automotive service building that abuts a lane to the south. The adjacent parcel east of 1212 Edmonton Trail NE (411 – 12 Avenue NE) is currently developed with a single detached dwelling that abuts a lane to the east and south.

Surrounding development is characterized by commercial and low to mid-density residential developments in the form of single detached dwellings and three storey apartment buildings. Parcels to the north and south are developed with commercial and low-density residential development that falls under the Commercial – Corridor 2 f1.0h10 (C-COR2 f1.0h10) District and Multi-Residential – At Grade Housing (M-CGd72) District. Parcels to the west are developed with commercial development that fall under the C-COR2 f1.0h10 District and Commercial – Neighbourhood 2 (C-N2) District. Parcels to the east are developed with low density residential development that falls under the **Residential – Contextual One / Two Dwelling (R-C2) District**.

There is a Land Use Bylaw right-of-way setback requirement of 5.182 metres along the frontage of 1212 Edmonton Trail NE that will need to respect the potential requirement for additional land for public realm improvements at the time of development permit submission.

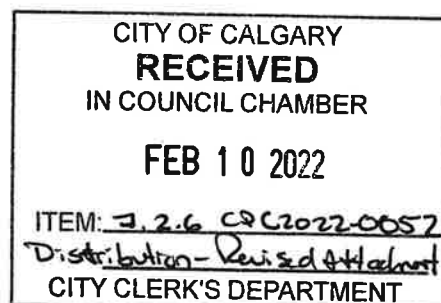
Community Peak Population Table

As identified below, the community of Renfrew reached its peak population in 1968.

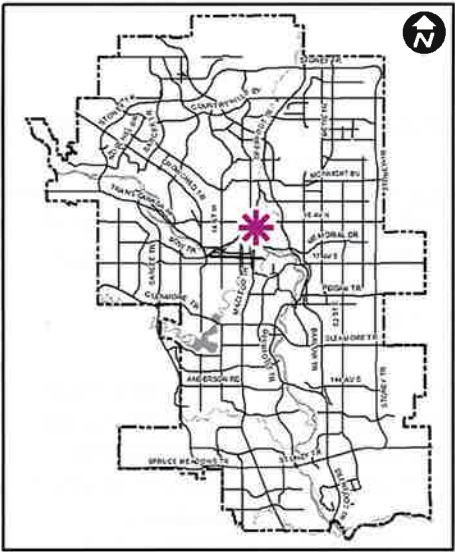
Renfrew	
Peak Population Year	1968
Peak Population	8,019
2019 Current Population	6,582
Difference in Population (Number)	-1,437
Difference in Population (Percent)	-17.9%

Source: The City of Calgary 2019 Civic Census

Additional demographic and socio-economic information may be obtained online through the [Renfrew](#) community profile.



Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing C-COR2 District that applies to 1212 Edmonton Trail NE is a commercial designation characterized by commercial developments on both sides of street in the form of buildings located at varying distances from streets. It allows for a maximum building height of 10 metres (approximately 3 storeys) and a maximum floor area ratio (FAR) of 1.0. This district offers opportunities for residential and office uses to be located in the same building and allows parking to be located on the front, side, or rear of buildings.

The existing DC District ([Bylaw 57Z99](#)) that applies to 411 – 12 Avenue NE is based on the R-2 Residential Low Density District from Calgary Land Use Bylaw 2P80. This district is characterized by varying forms of low-density residential development such as single detached, semi-detached, and duplex dwellings. The maximum building height in the R-2 District is 10 metres. This district does not offer commercial and mixed-use development opportunities.

The proposed MU-2 District is intended to accommodate a mix of commercial and residential uses in the same street-oriented building. It is intended to be located along commercial streets and requires commercial uses at grade to promote activity at the street level. It allows for a maximum FAR of 3.5 and a maximum building height of 22 metres (approximately 5 to 6 storeys). Both parcels will be consolidated at the development permit stage.

The MU-2 District has rules related to building setback requirements and building height stepbacks from property lines which respond to immediate urban context. The proposed building height increase is mitigated by the required stepbacks from low-density residential lands located adjacently east of the subject site, allowing for a transitional building height. The proposed land use district, including the FAR and building height modifiers, is appropriate for this site as it recognizes the transit-oriented development context of the larger area. It also intensifies land uses along the Edmonton Trail NE corridor, making efficient use of existing infrastructure in the area.

Development and Site Design

If approved by Council, the applicable land use policies of the *North Hill Communities LAP* and the rules of the proposed MU-2f3.5h22 District will provide guidance for the future redevelopment of this site including appropriate uses, height and building massing, landscaping, community amenities and parking. Given the specific context of this site with frontage on Edmonton Trail NE and the adjacent transit stops in the vicinity, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an engaging front facade along Edmonton Trail NE and 12 Avenue NE;
- ensuring building and site design addresses aesthetical concerns associated with this highly visible location;
- improving pedestrian connections by ensuring vehicle access and parking is from the rear lanes;
- ensuring any vehicle parking areas are not visible from Edmonton Trail NE;
- mitigating shadowing, overlooking, and privacy concerns; and
- ensuring the historical context of the previously operated automotive services use is commemorated into the building design to the satisfaction of the Development Authority.

Redevelopment of the subject site will need to respect the potential requirement for additional land for public realm improvements along Edmonton Trail NE as required by the Land Use Bylaw right-of-way setback requirement of 5.182 metres which applies along the frontage of 1212 Edmonton Trail NE.

Transportation

Pedestrian and vehicular access to the site is available via Edmonton Trail NE, 12 Avenue NE and the rear lanes to the south and east. Edmonton Trail NE is classified as an Urban Boulevard and 12 Avenue NE as a collector street as per the *Calgary Transportation Plan*.

The area is served by Calgary Transit Routes 4 (Huntington) and 5 (North Haven) on Edmonton Trail with bus stops within 100 metres from the site. Routes 4 and 5 provide transit service every 20 minutes during the peak hours. The area is also serviced by Calgary Transit Route 17 (Renfrew/Ramsay) on 12 Avenue NE with a bus stop within 100 metres from the site, providing service every 30 minutes during peak hours.

A Transportation Impact Analysis (TIA) was not required in support of the land use redesignation application. At the development permit stage, improvements may be required to the rear lane to support the increase in density, such as lane paving.

Environmental Site Considerations

A Phase II Environmental Site Assessment (ESA) report, dated 2021 October 28, provided recommendations, including the need for additional assessment of known on-site and off-site conditions associated with the previous automotive services use to lands in the vicinity. There is a known hydrocarbon contamination associated with the subject lands.

As part of the future development permit stage, future reports shall be prepared by a qualified professional and reviewed by The City of Calgary. The applicant shall satisfactorily address the recommendations made in the Phase II ESA report and in any future reports.

Utilities and Servicing

Water, sanitary and storm (deep) utilities exist within proximity to the subject lands. Development servicing requirements will be confirmed at the time of development, to the satisfaction of the City of Calgary.

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)

The subject parcels are located within the Urban Main Street typology as identified on Map 1 of the [Municipal Development Plan](#) (MDP). Urban Main Streets should contain a broad range of employment, commercial and retail uses as well as housing to accommodate a diverse range of population.

The MDP aims to shape a more compact urban form and directs a greater share of new growth to be focused along Main Streets, in established areas of the city. Urban Main Streets emphasize a walkable pedestrian environment fronted by a mix of higher intensity residential and business uses. The application supports the overarching objectives of the MDP and is in keeping with applicable MDP policies.

Climate Resilience Strategy (2018)

This application does not include any specific actions that address the objectives of the [Climate Resilience Strategy](#). Further opportunities to align development of 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 subject site is identified as Neighbourhood Commercial on Map 3: Urban Form of the [North Hill Communities Local Area Plan](#) (LAP). Neighbourhood Commercial areas are characterized by the widest range of commercial uses compared to other urban form categories. Buildings are oriented to the street with units that support commercial uses on the ground floor facing the higher activity streets with a range of uses integrated behind or located above. The site is also identified as Low on Map 4: Building Scale which allows for development of up to six-storeys. The application is in alignment with the Urban Form and Building Scale of the *North Hill Communities LAP*.