

# Background and Planning Evaluation

## Background and Site Context

1408 Renfrew Drive NE is a mid-block parcel that contains a single detached dwelling with vehicle access from the rear laneway. The parcel is bounded by laneways to the south and east (rear) of the property, Renfrew Drive to the west (front) of the property, and a parcel containing a single detached dwelling to the northern side of the property.

The subject site is surrounded by a range of low scale buildings, primarily single detached and duplex dwellings. A community daycare service and a low-profile church are located to the southeast of the parcel. Significant multi-family townhouse development is also located nearby on the south side of Radford / Russell Road NE. The site is located a block away from the Renfrew Off Leash Park, a popular neighbourhood greenspace that connects to the Nose Creek Pathway, a major north-south cycling and pedestrian corridor that provides direct access to the downtown and several regional attractions, including the Calgary Zoo and TELUS Spark Science Centre. The site is also located within walking distance to the Renfrew Aquatic & Recreation Centre (1 km northwest) and the Renfrew Community Association (900 m southwest). Several schools are also located in the community nearby, including St. Alphonsus School (CCSD, junior high), Stanley Jones School (CBE, grades K-9), Colonel Macleod School (CBE, grades 5-9), and the Children’s Village School (CBE, grades K-6, exceptional/complex needs).

The site is currently zoned Residential Contextual – One/Two Dwelling (R-C2) District. It has been identified as an appropriate location for the intensity and scale of development as proposed to the Residential – Grade-Oriented Infill (R-CG) District.

## Community Peak Population Table

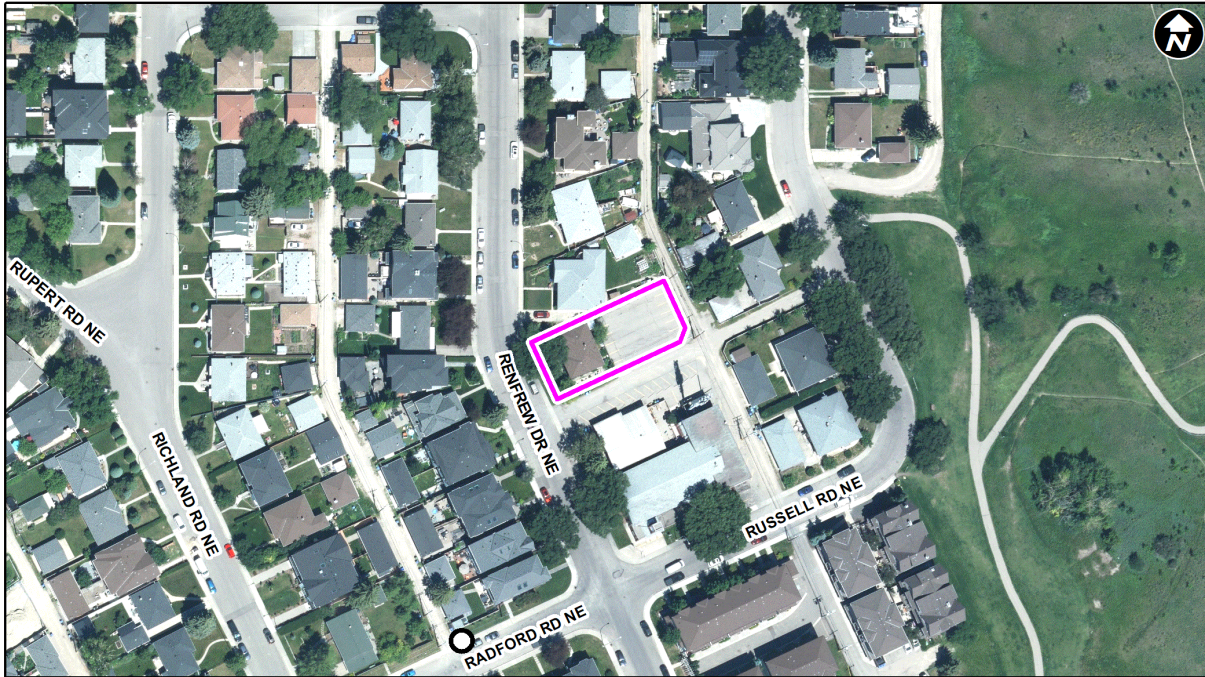
As identified below, the community of Renfrew reached its peak population in 1968 and the population has decreased since then.

| <b>Renfrew</b>                     |         |
|------------------------------------|---------|
| 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](#).





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing R-C2 District is primarily for single detached, semi-detached, duplex dwellings and secondary suites. The R-C2 District allows for a maximum building height of 10 metres and a maximum density of two primary dwelling units. Secondary suites are permitted uses within the R-C2 District.

The proposed R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings 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. Based on the parcel area, this would allow a maximum of five dwelling units on the subject parcel. Secondary suites (one backyard suite per parcel or secondary suite per dwelling unit) are also allowed in the R-CG District, and do not count towards allowable density. Under the R-CG District, the subject site will require 0.5 parking stalls per dwelling unit and per secondary suite.

### Development and Site Design

If approved by Council, the rules of the proposed R-CG District will provide guidance for future site redevelopment including appropriate uses, building massing, height, landscaping, parcel coverage and parking. Items that would be considered through the development permit review process include, but are not limited to:

- the layout and configuration of dwelling units and secondary suites;

- access and parking provision;
- mitigation of shadowing, privacy and visual overlooking; and
- appropriate location of landscaping and amenity space.

### **Transportation**

The transit service near the site includes Transit Route 17 (Renfrew/Ramsay), providing south and east-bound travel, with a stop 110 metres (a two-minute walk) to the north. Transit Route 19 (16 Avenue North) has a stop for both east and west-bound travel 750 metres (an eight-minute walk) to the west; additionally, this route connects to the MAX Orange Bus Rapid Transit (BRT) stop at Russet Road and 16 AV NE, which serves major employment hubs across the north of the city, including the University of Calgary, Foothills Medical Centre, and Peter Lougheed Hospital.

The site is approximately 275 metres away from the Nose Creek Pathway, a major north-south cycling and pedestrian corridor. Russell Road NE is the nearest existing on-street bikeway route approximately 70 metres to the south and east of the site. Street parking adjacent to the site is unrestricted.

A Transportation Impact Assessment (TIA) was requested as part of this application. A concept plan was designed to display the maximum density possible on the subject site and provided to a consultant (Bunt & Associates) to conduct the assessment. The TIA concludes that the relatively low volume of traffic that will be produced by the site will not have any noticeable effect on the traffic level in the area. All study intersections are expected to operate within acceptable level of service and capacity parameters. There is typical sightline access between vehicles on Renfrew Drive and the lane. Visual obstruction may be occasioned by parked vehicles on Renfrew Drive; therefore, the assessment suggests that a stop sign may be installed to ensure that vehicles exiting from the lane can only do so when it is safe.

### **Environmental Site Considerations**

No environmental concerns have been identified.

### **Utilities and Servicing**

Water, storm and sanitary sewer mains are available to service the subject site. Details of site servicing, as well as appropriate stormwater management, will be considered and reviewed as part of a development permit review stage.

## **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.

### **Growth Plan (2022)**

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment builds on the principles of the GP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

### **Municipal Development Plan (Statutory – 2009)**

The City of Calgary [Municipal Development Plan](#) (MDP) identifies this site as part of the Developed Residential – Established area as identified in Map 1: Urban Structure. Sections 2.2.5 and 2.3.2 of the MDP identify opportunities to create strong residential neighbourhoods while respecting and enhancing neighbourhood character. These policies include allowing for innovative and creative designs, providing an appropriate transition of intensity, and complementing the established character of the area. These sections of the MPD support growth and change in low-density neighbourhoods through redevelopment of a similar scale and built form, and developing a range of housing types including “accessory suites, semi-detached, townhouses, cottage housing, rowhousing and other ground-oriented housing”. An evolved range of housing types are expected to help achieve the ultimate goal of stabilizing population declines and supporting the changing demographic needs of communities.

### **Calgary Climate Strategy (2022)**

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). However, the redesignation of the subject site to enable higher density development may allow for more people to choose a car-reduced or car-free lifestyle, thereby reducing vehicular emissions and contributing to the overall goal of achieving net zero emissions in Calgary by 2050 by accelerating the shift in mode share to zero or low emissions modes. Further strategies may be explored at the development permit stage.

### **North Hill Communities Local Area Plan (Statutory – 2022)**

The [North Hill Communities Local Area Plan](#) policies support a broad range and mix of housing types, unit structures and forms. Additionally, building forms that contain three or more residential units should be supported in on higher activity streets, such as where there are adjacent regional pathways or higher volumes of private vehicle or pedestrian activity in a community; and, where the parcel has a lane and parking can be accommodated on site. The site is identified for higher density and scale residential uses as part of the “Neighbourhood Local” policy area, with the “Limited” scale modifier (up to 3 storeys).

The proposed land use amendment is in alignment with the applicable policies of the LAP.