

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northeast community of Renfrew, and is situated on a corner lot on the northeast corner of 8 Avenue and 5 Street NE. The parcel is approximately 0.06 hectares (0.14 acres) in size and is approximately 15 metres wide by 36.5 metres deep. The parcel is currently developed with a single detached dwelling and an accessory residential building (garage) accessed by a rear lane along the north side of the site.

The subject site is currently designated Residential – Contextual One / Two Dwelling (R-C2) District. It is surrounded by a range of low scale buildings on a diversity of land use districts. Much of the community north, east, and west of the site is made up of single detached and duplex dwellings designated R-C2. There are several parcels designated Residential – Grade-Oriented Infill (R-CG) District on corner parcels throughout the community. South of the site is multi-residential development designated Multi-Residential – Contextual Medium Profile (M-C2) District primarily in the form of low-rise apartment buildings. Bridgeland Park is located 70 metres (one-minute walk) east of the site; Stanley Jones School (Calgary Board of Education) is located 160 metres east (two-minute walk); and the Renfrew Community Association and other family-oriented community amenities (playground, skating rink, baseball field, and a preschool) are located 400 metres east (five-minute walk). Edmonton Trail, a local Main Street, is located 250 metres (four-minute walk) west of the site.

Community Peak Population Table

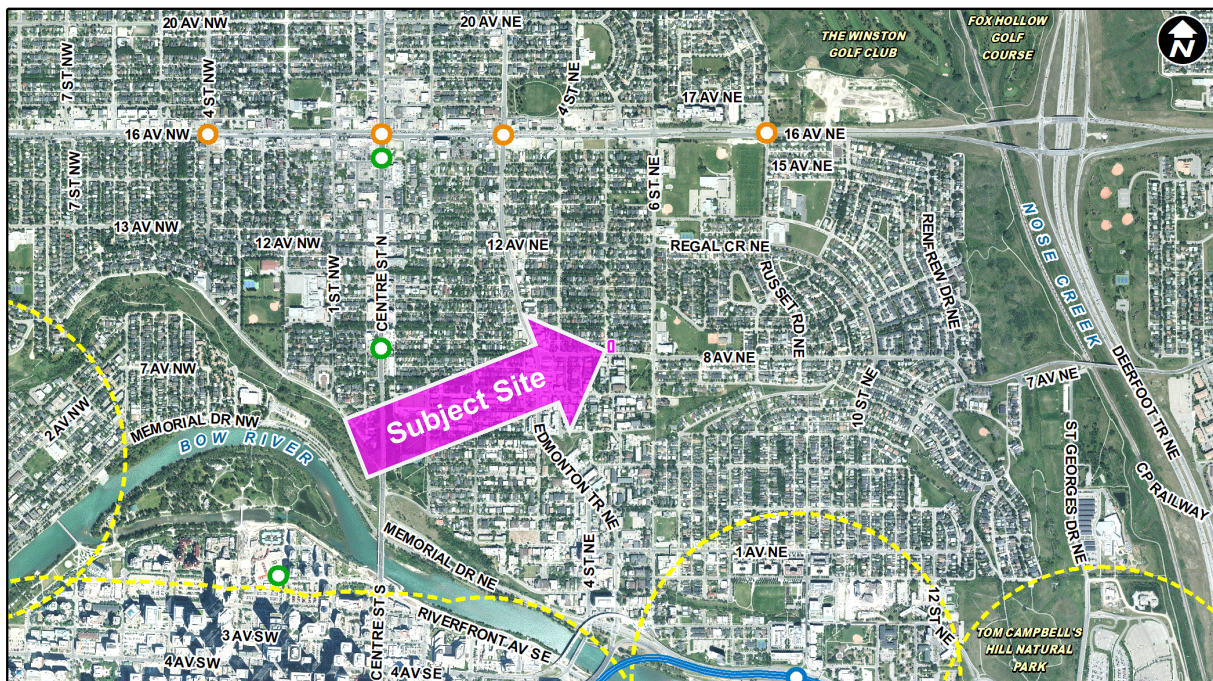
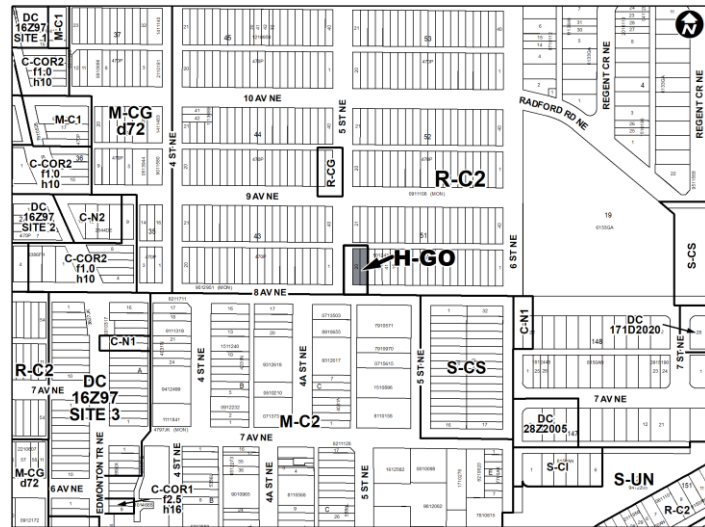
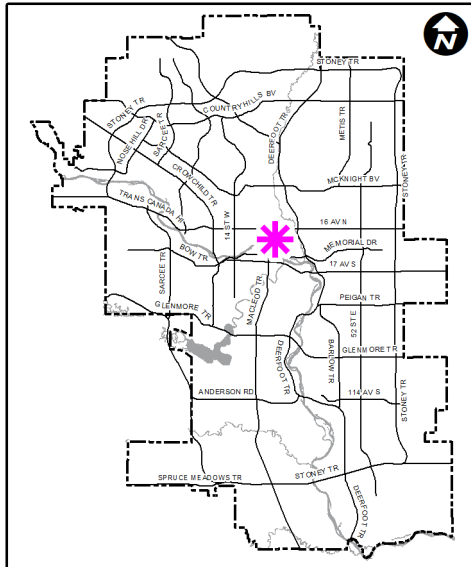
As identified below, the community of Renfrew reached its peak population in 1968.

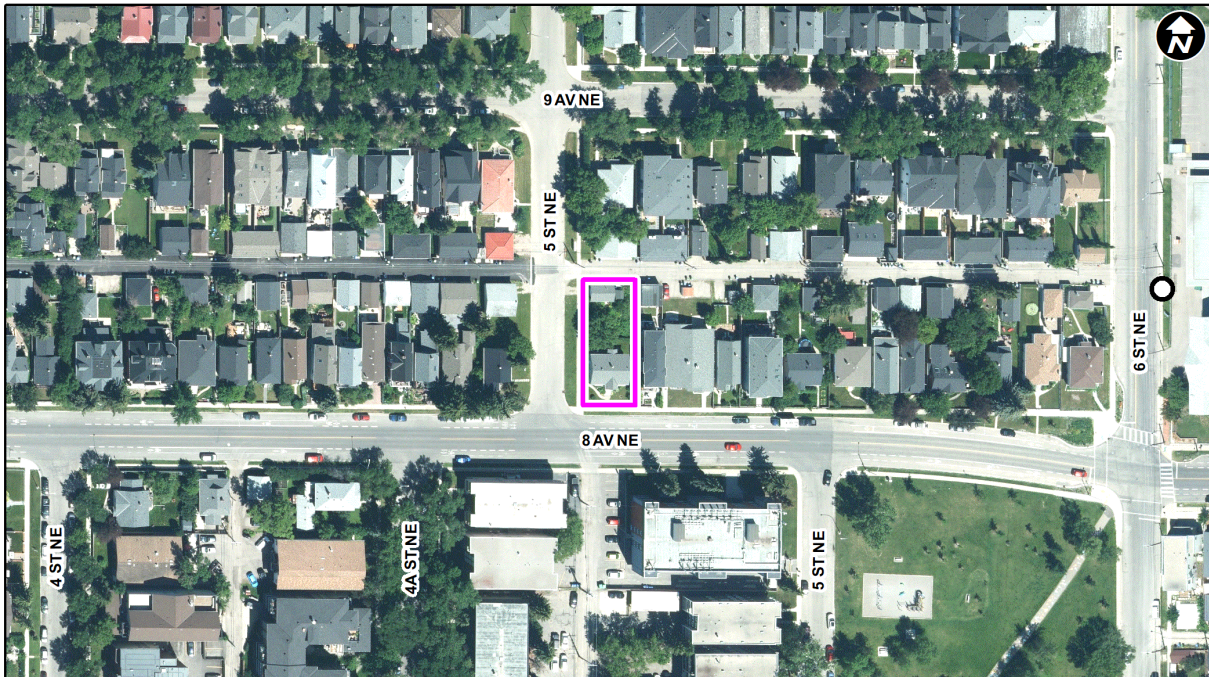
Renfrew	
Peak Population Year	1968
Peak Population	8,019
2019 Current Population	6,582
Difference in Population (Number)	- 1,437
Difference in Population (Percent)	- 17.9%

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 R-C2 District accommodates contextually sensitive redevelopment in the form of single detached, semi-detached, duplex dwellings, and secondary suites. This district allows for a maximum of two dwelling units per parcel, and a maximum building height of 10.0 metres. Suites are allowed within the R-C2 District, both secondary (permitted use) and backyard (discretionary use).

The proposed H-GO District is intended to provide an opportunity for dwelling units to be developed in a wide range of housing forms including rowhouse, townhouse, and stacked townhouse units. In the H-GO District, development scale and intensity are managed through a combination of:

- a maximum Floor Area Ratio (FAR) of 1.5 that allows for a total developable area of 835 square metres (8,987 square feet);
- a maximum height of 12.0 metres; and
- a minimum of 0.5 motor vehicle parking stalls per unit and suite.

This site is appropriate for the proposed H-GO District as it meets the location criteria established in Land Use Bylaw 1P2007 under Section 1386 (d). The Bylaw states H-GO “should only be designated on parcels located within (i) an area that supports the development form in an approved Local Area Plan as part of the Neighbourhood Connector or Neighbourhood Flex Urban Form Categories”. The subject site is located on 8 Avenue NE, which is designated as a Neighbourhood Connector Urban Form Category in the [North Hill Communities Local Area Plan](#) (LAP), and is therefore eligible for H-GO designation.

Development and Site Design

If approved by Council, the rules of the proposed H-GO District provide guidance for the future redevelopment of the site, including appropriate uses, building height and massing, landscaping and parking. Given the specific context of this site, additional items that may be considered at the development permit stage include, but are not limited to:

- the layout and configuration of dwelling units and secondary suites;
- ensuring an engaging built interface along public frontages;
- mitigating shadowing, overlook and privacy concerns with neighbouring parcels;
- ensuring appropriate provision and design of a range of mobility options including vehicle parking, bicycle parking and alternate mobility storage lockers;
- accommodating appropriate waste management pick-up and storage; and
- ensuring appropriate amenity space for residents.

Transportation

The subject site is located in close proximity to various transit stops providing regular service. Along 6 Street NE, less than 200 metres from the parcel (three-minute walk), the Route 17 (Ramsay/17 Avenue SW – Mount Pleasant) is available. Along Edmonton Trail, approximately 250 metres (four-minute walk) both the Route 4 (Huntington) and Route 5 (North Haven) buses are available.

On-street residential parking is available along both 5 Street NE and 8 Avenue NE, restricted to permit holders ‘V’ (north of 8 Avenue NE) and ‘G’ (south of 8 Avenue NE).

A Transportation Impact Assessment was not required as part of this application.

Environmental Site Considerations

No environmental concerns were 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)

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.

Growth Plan (2022)

Administration's 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 – Inner City 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 MDP 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](#) (LAP) 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 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 Connector” policy area, with the “Low – Modified” scale modifier (up to four storeys).

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