

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northeast community of Renfrew, south of 12 Avenue NE and between 4 Street NE and 5 Street NE. The site consists of three parcels and is approximately 0.09 hectares (0.22 acres) in size, and approximately 24 metres wide and 37 metres deep. The site is generally flat and currently vacant. A lane exists to the south to provide future vehicular access to the site.

Surrounding development on the east side of 4 Street NE are primarily single and semi-detached dwellings designated as Residential – Contextual One / Two Dwelling (R-C2) District with two corner lots on the same block across 12 Avenue NE to the north designated as Residential – Grade-Oriented Infill (R-CG) District. Parcels along and close to Edmonton Trail NE are a mix of commercial, mixed-use and multi-residential districts.

The site is located approximately 280 metres (a five-minute walk) to Edmonton Trail NE and approximately 450 metres (a nine-minute walk) to 16 Avenue NE, which both are identified as Urban Main Streets and Primary Transit Network corridors. The site is also in close proximity to a number of schools, recreation facilities and community services, including Renfrew Aquatic & Recreation Centre located 500 metres to the east (an eight-minute walk), and the Renfrew Community Association located 650 metres (an 11-minute walk) to the southeast.

## Community Peak Population Table

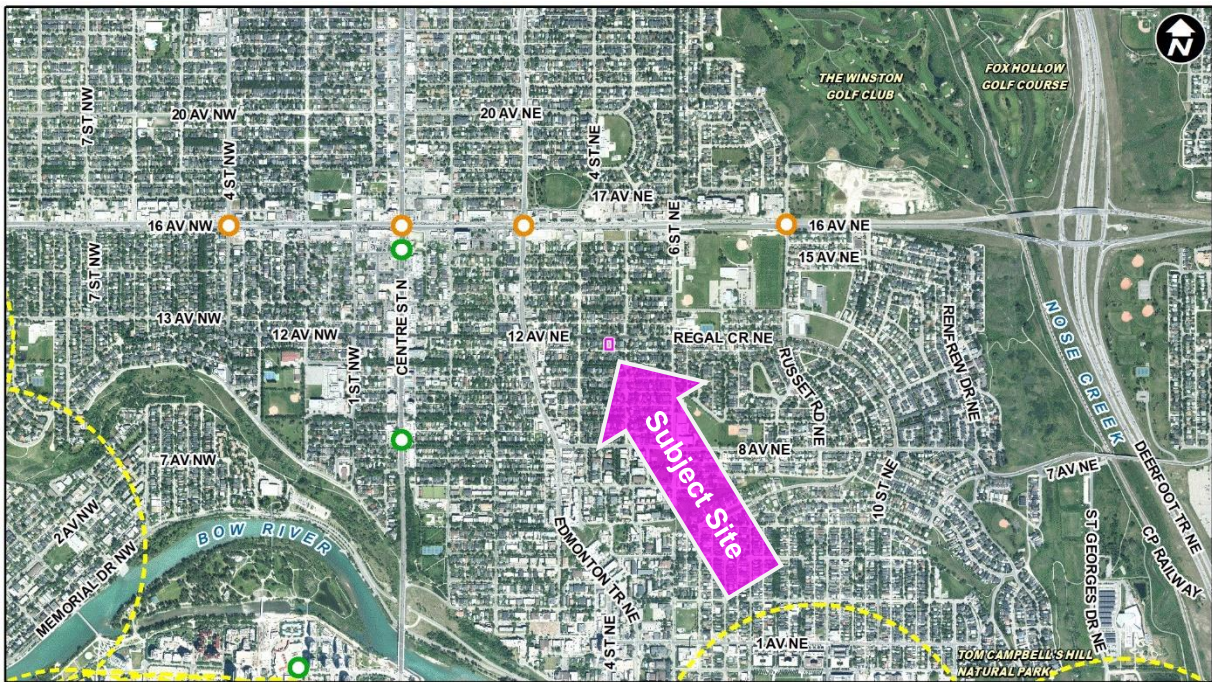
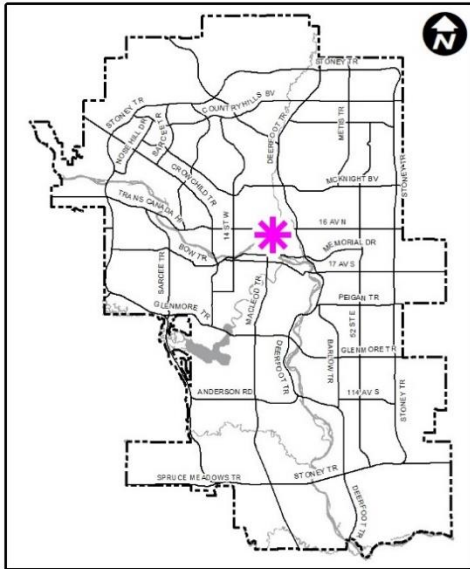
As identified below, the community of Renfrew reached its peak population in 1968.

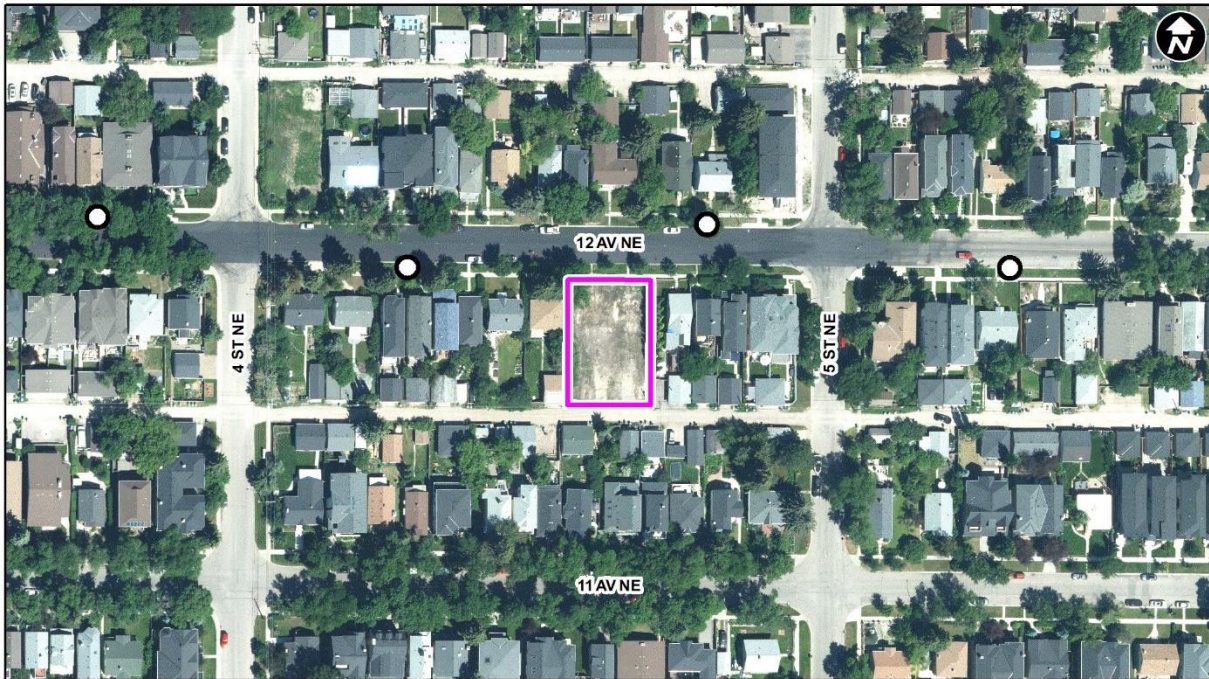
| <b>Renfrew</b>                     |         |
|------------------------------------|---------|
| Peak Population Year               | 1968    |
| Peak Population                    | 8,019   |
| 2019 Current Population            | 6,582   |
| Difference in Population (Number)  | -1, 437 |
| Difference in Population (Percent) | -17.92% |

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 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 of two dwelling units.

The proposed Housing – Grade Oriented (H-GO) District allows for a variety of grade-oriented housing in a form and at a scale that is consistent with low density residential districts. It provides flexible parcel dimensions and building setbacks, which could accommodate a range of housing forms where dwelling units may be attached or stacked within a shared building or cluster of buildings. Density and the building scale in the H-GO District are managed through a combination of:

- a maximum Floor Area Ratio (FAR) of 1.5, which allows for a total developable area of approximately 1328 square metres;
- a minimum building separation of 6.5 metres between a residential building at the front and a residential building at the rear of a parcel to ensure a functional courtyard amenity space;
- a maximum building height of 12.0 metres; and
- a minimum requirement of 0.5 motor vehicle parking stalls per dwelling unit and per secondary suite.

Administration considers this proposal to be appropriate as the site meets the location criteria established in the Land Use Bylaw 1P2007 under Section 1386 (d). It is identified as Neighbourhood Connector urban form in the *North Hill Communities Local Area Plan* and an ideal location for H-GO District due to its close proximity to Edmonton Trail NE and 16 Avenue NE which both are urban main streets and part of the primary transit network corridor.

### **Development and Site Design**

The rules of the proposed H-GO District would 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 will be considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface along 12 Avenue NE;
- mitigating shadowing, overlooking and privacy concerns with adjacent properties;
- ensuring appropriate amenity space for residents; and
- accommodating appropriate waste and recycling pick-up and storage.

### **Transportation**

Pedestrian access to the site is available from the existing sidewalk on 12 Avenue NE. Vehicle access is available through the rear lane. The Always Available for All Ages and Abilities (5A) network identifies 12 Avenue NE as a recommended on-street bikeway.

The site is well serviced by Calgary Transit with local and primary transit locations in close proximity. Two stops of Route 17 (Renfrew/Ramsay) on 12 Avenue NE are located within 50 metres (a one-minute walk) from the site. Route 4 (Huntington) and Route 5 (North Haven) are located approximately 280 metres (a five-minute walk) along the Primary Transit Network on Edmonton Trail NE. On-street parking is available along 12 Avenue NE.

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

### **Environmental Site Considerations**

No environmental concerns are identified.

### **Utilities and Servicing**

Water and sanitary sewer are available and may accommodate future redevelopment on the subject site. Details of site servicing, off-site improvement, as well as appropriate stormwater management, will be considered and reviewed through the development permit process.

## **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 subject site is within the Developed Residential – Inner City Area on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities, especially in areas close to Main Streets and the Primary Transit Network, in order to make more efficient use of existing infrastructure, public amenities and transit and delivers small and incremental benefits to climate resilience. The subject site is in close proximity to both the Urban Main Street and Primary Transit Network corridor on Edmonton Trail NE and 16 Avenue NE, and within a Neighbourhood Connector area as defined by the LAP. The site location and the contextually sensitive development included in the H-GO District identify this proposal to be appropriate and aligned with the MDP policies.

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

This application does not include any specific actions that address the objective 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)**

The [North Hill Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Connector category (Map 3: Urban Form) with a Low building scale modifier (Map 4: Building Scale), which allows for up to four storeys. The LAP speaks to predominantly residential uses in the area and supports a broad range of housing types, unit structures and forms along higher vehicle and pedestrian volumes street (12 Avenue N). The site meets the H-GO selection criteria, as it is proposed for a location identified as a Neighbourhood Connector. As such, the proposed land use amendment is in alignment with applicable policy of the LAP.