

Planning & Development Report to  
Calgary Planning Commission  
2020 November 05

ISC: UNRESTRICTED  
CPC2020-1178

**Land Use Amendment in Bowness (Ward 1) at 6504 - 34 Avenue NW, LOC2020-0088**

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**EXECUTIVE SUMMARY**

This application was submitted by Lasting Legacies on 2020 June 25, on behalf of landowner Mostmotors Corp. The application proposes to change the designation of this property from Residential – Contextual One / Two Dwelling (R-C2) District to Residential – Grade-Oriented Infill (R-CG) District to allow for:

- rowhouse in addition to the building types already allowed (e.g. single detached homes, semi-detached, and duplex homes and suites);
- a maximum building height of 11 metres (an increase from the current maximum of 10 metres);
- a maximum of 4 dwelling units (an increase from the current maximum of 2 dwelling units); and
- the uses listed in the R-CG District.

The proposal is in keeping with applicable municipal policies including the *Municipal Development Plan* (MDP), and the *Bowness Area Redevelopment Plan* (ARP).

A concurrent development permit for a four-unit Rowhouse Building has been submitted and Administration is ready to approve the development pending Council's decision on this redesignation application.

**ADMINISTRATION RECOMMENDATION:**

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.06 hectares ± (0.13 acres ±) located at 6504 – 34 Avenue NW (Plan 4610AJ, Block 27, Lot 5) from Residential – Contextual One / Two Dwelling (R-C2) District **to** Residential – Grade-Oriented Infill (R-CG) District.
2. Give three readings to the proposed bylaw.

**PREVIOUS COUNCIL DIRECTION / POLICY**

None.

**BACKGROUND**

This land use redesignation application was submitted by Lasting Legacies, see Applicant Submission (Attachment 1), on behalf of the landowner Mostmotors Corp on 2020 June 25. A concurrent development permit for a four-unit Rowhouse Building has been submitted by Lasting Legacies on 2020 June 26 and Administration is ready to approve the development pending Council's decision on this redesignation application. See Development Permit (DP2020-3932) Summary (Attachment 2) for additional information.

Approval(s): **S Lockwood** concurs with this report. Author: **B. Ang**

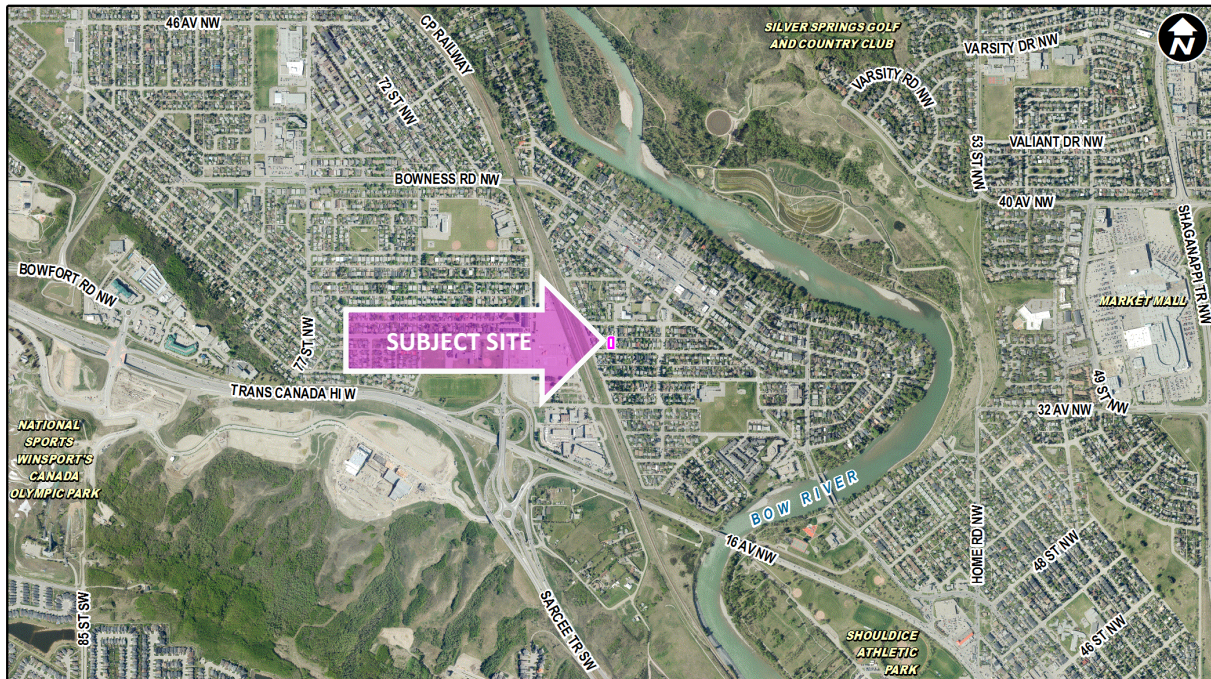




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## Site Context

The subject parcel is located in the northwest community of Bowness, on the northwest corner of 34 Avenue NW and 64 Street NW. The existing R-C2 District allows for a maximum of two dwelling units on the site. The parcel is approximately 0.06 hectares in size with dimensions of 15 metres by 37 metres. Currently, it is developed with a single detached dwelling and an attached garage accessed from 64 Street NW. The parcel slopes down approximately 2 metres from the west property line down to the east 64 Street property line. The parcel also benefits from a rear lane.

Surrounding development consists of low density residential dwellings with a mix of single and semi-detached homes. The adjacent land use to the west, east, north and south of the parcel is designated R-C2 District. Further west are the Canadian Pacific Rail tracks. The Bowness Main Street is approximately 350 metres north and east of the subject site with various mixed use commercial and multi residential districts.

As identified in *Figure 1*, the community of Bowness has seen the population generally decline since the population reached its peak in 1982.

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*Figure 1: Community Peak Population*

<b>Bowness</b>	
Peak Population Year	1982
Peak Population	13,134
2019 Current Population	11,150
Difference in Population (Number)	-1,984
Difference in Population (Percent)	-15.1%

Source: The City of Calgary 2019 Civic Census

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

### INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for a range of building types that are compatible with the established building form of the existing neighbourhood. The proposal generally meets the objectives of applicable policies as discussed in the Strategic Alignment section of this report.

#### Land Use

The existing R-C2 District is a residential designation in developed areas that is primarily for single detached, semi-detached and duplex dwellings which may include secondary suites. The R-C2 District allows for a maximum building height of 10 metres and a maximum of two dwelling units.

The proposed R-CG District allows for two to three-storey (11 metres maximum height) rowhouse development where each dwelling unit must directly face a public street. The district provides for a maximum density of 75 units per hectare which would enable up to four dwelling units on the subject parcel. Also, the R-CG District allows for a range of other low-density housing forms such as single detached, semi-detached, duplex dwellings and secondary suites.

#### Development and Site Design

The rules of the proposed R-CG District provided guidance for the proposed site development including use, building location, height, landscaping and parking. Given the specific context of this corner site, additional items that were considered with the development permit process include, but are not limited to:

- incorporate building design elements that respond to the dual frontage context;
- improve pedestrian comfort and safety by ensuring vehicle access is off the lane;
- mitigation of overlooking and privacy concerns;
- ensure proper grading of the sloped site, boulevards and garage aprons;
- ensure adequate waste/recycling collection staging area; and
- provision of two directional ramps at the corner of 34 Avenue and 64 Street NW.

Approval(s): S Lockwood concurs with this report. Author: B. Ang

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### **Transportation**

The subject site is a corner lot with lane access and fronts on to two Residential class roads with less than 5,000 vehicle trips per day. Currently, the site is not within a Residential Parking zone and there are no on street parking restrictions. On-street parking is available on both 34 Avenue NW and 64 Street NW.

Pedestrian access to the site is available from the existing sidewalks along 34 Avenue NW and 64 Street NW. Vehicular access is currently provided from an existing driveway on 64 Street NW; however, upon redevelopment vehicular access will be directed to the rear lane.

The subject site is approximately 395 metres away from both eastbound and westbound Route 1 Bowness/Forest Lawn bus stops. The eastbound route provides service through Bowness, Montgomery, Parkdale, Kensington and to the Downtown core with access to LRT and other bus routes; then carries on to Forest Lawn. The westbound route carries on to a bus loop by Bowness Park.

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

### **Environmental Site Considerations**

An Environmental Site Assessment was not required as part of this application. There are no environmental concerns associated with the site or this proposal.

### **Utilities and Servicing**

Water and sanitary mains are available and can accommodate potential redevelopment of the subject site without the need for off-site improvements at this time. A development site servicing plan has not been submitted at the time of this report. Individual servicing connections as well as appropriate stormwater management will be considered and reviewed as part of the prior to release condition of the development permit.

### **Climate Resilience**

The applicant has not identified any specific climate resilience measures as part of this application. Further opportunities to align future development on this site with applicable climate resilience strategies may be explored and encouraged at the development permit stage.

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### **Stakeholder Engagement, Research and Communication**

In keeping with Administration's standard practices, this application was circulated to external stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

The Bowness Community Association (CA) was circulated as part of this application and a letter was received on 2020 September 23 (Attachment 3). The CA indicates no concerns or comments for the proposed modest densification. No comments or concerns from residents were received by the CA.

Administration received one letter in opposition to the application. Reasons stated for opposition are summarized below:

- land is extremely tight for four units (supports duplexes); and
- increased traffic and parking concerns;

The applicant submitted a summary of their outreach process (Attachment 4). The applicant created a web page with information and downloadable plans. A mail out and limited door contact was also undertaken. No concern was received from this process.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

### **Strategic Alignment**

#### ***South Saskatchewan Regional Plan (2014)***

The recommendation by Administration in this report has considered and is aligned with the policy directions 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](#). The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

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

The subject parcel is located within the Residential - Developed - Inner City area as identified on [Map 1: Urban Structure](#) in the [MDP](#). The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing



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infrastructure, public amenities and transit. Such redevelopment is intended to occur in a form and nature that respects the scale and character of the neighbourhood context.

The proposal is in keeping with relevant MDP policies as the R-CG District provides for a modest increase in density in a form that can be sensitive to existing residential development in terms of height, scale and massing.

### ***Climate Resilience (2018)***

The [Climate Resilience Strategy](#) identifies programs and actions intended to reduce Calgary's greenhouse gas emissions and mitigate climate risks. This application does not include any actions that specifically meet objectives of this plan, however, opportunities to align development of this site with applicable climate resilience strategies may be explored and encouraged at subsequent development approval stages.

### ***Bowness Area Redevelopment Plan (Statutory – 1995)***

The subject parcel is located within the Residential: Low Density, Conservation & Infill typology as identified on Map 2: Land Use Policy Areas. This typology supports sensitive infill development that contributes to the continued renewal and vitality of the community. The proposed R-CG District is considered low density residential and allows for building forms generally compatible with the scale of adjacent homes. As a result, no amendment to the [Bowness ARP](#) is required.

### **Social, Environmental, Economic (External)**

The recommended land use allows for a wider range of housing types than the existing R-C2 District, and as such the proposed change may better accommodate the housing needs of different age groups, lifestyles and demographics. Further, the ability to develop up to four rowhouse units will make more efficient use of existing infrastructure and services.

### **Financial Capacity**

#### ***Current and Future Operating Budget***

There are no known impacts to the current and future operating budget at this time.

#### ***Current and Future Capital Budget***

The proposed land use amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

### **Risk Assessment**

There are no significant risks associated with this proposal.

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**REASON(S) FOR RECOMMENDATION(S):**

The proposal is in keeping with applicable policies of the *Municipal Development Plan* and the *Bowness Area Redevelopment Plan*. The proposed R-CG District was designed to be implemented in proximity to or directly adjacent to low density residential development. The proposal allows for a range of low density development that may be compatible with the established building forms that exist in the neighbourhood, and can better accommodate the housing needs of different age groups, lifestyles and demographics.

**ATTACHMENT(S)**

1. Applicant Submission
2. Development Permit (DP2020-3932) Summary
3. Community Association Letter
4. Applicant Outreach Summary