

# Background and Planning Evaluation

## Background and Site Context

Situated on the southwest corner of Bowness Road NW and 32 Avenue NW within the community of Bowness, this site is approximately 0.09 hectares (0.22 acres) in area, and 27 metres wide by 33 metres deep. The site has direct access to a gravel lane along the west boundary.

Surrounding development is characterized by single detached housing (designated under the Multi-Residential – Contextual Low Profile (M-C1) District) to the south, east (across Bowness Road NW), and west. Across 32 Avenue NW to the north is the Revera Bow-Crest long-term care home (designated under the Special Purpose – Community Institution [S-CI] District).

The site is located on Bowness Road NW, which is identified as a Main Street by the *Bowness ARP*. The site features primary transit network service as well as dedicated on-street bicycle lanes. In the nearby area, there are three different open spaces, including Shouldice Park, that range in distance of approximately 130 to 355 metres from the site.

## Community Peak Population Table

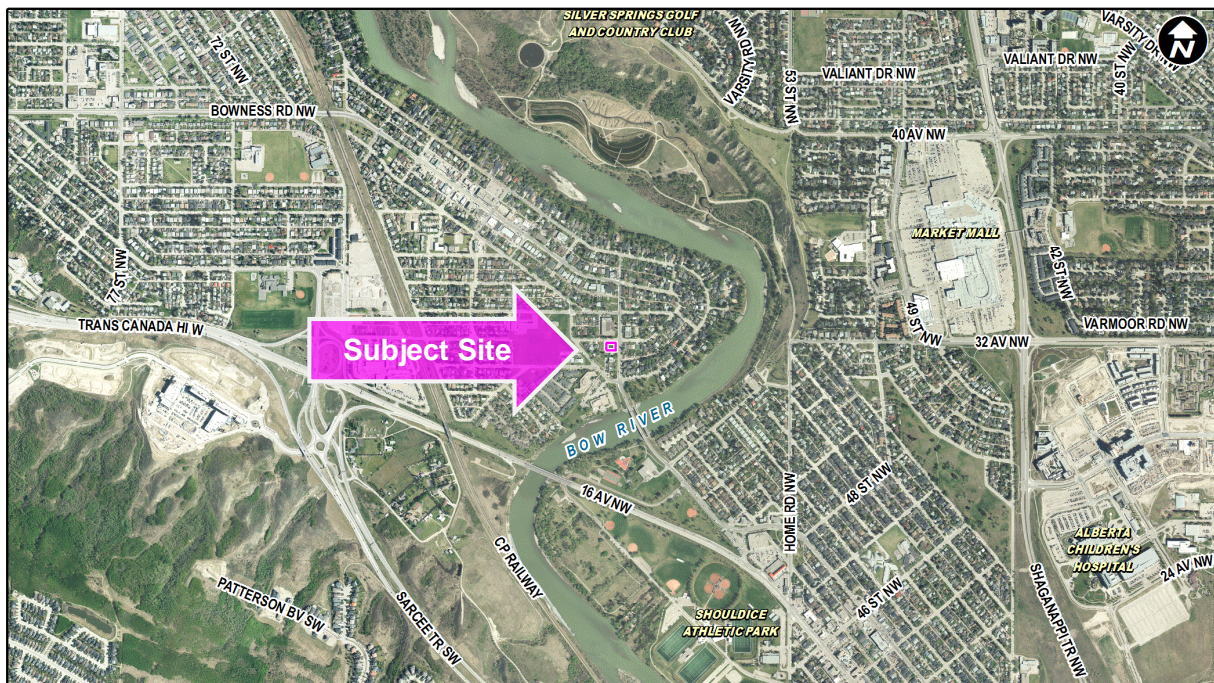
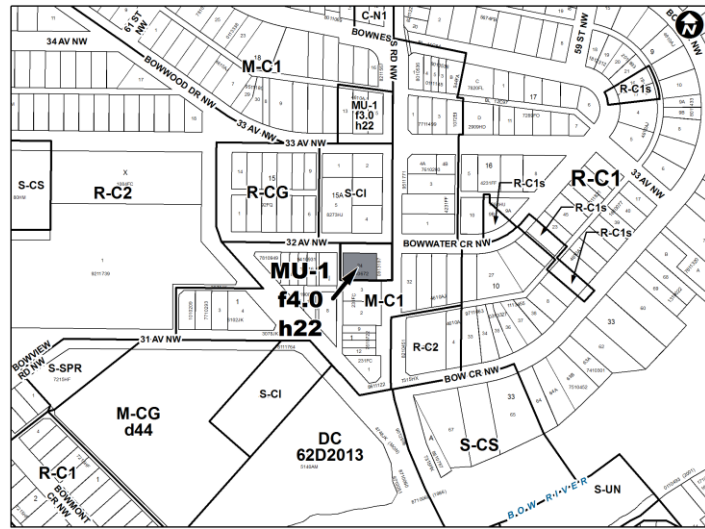
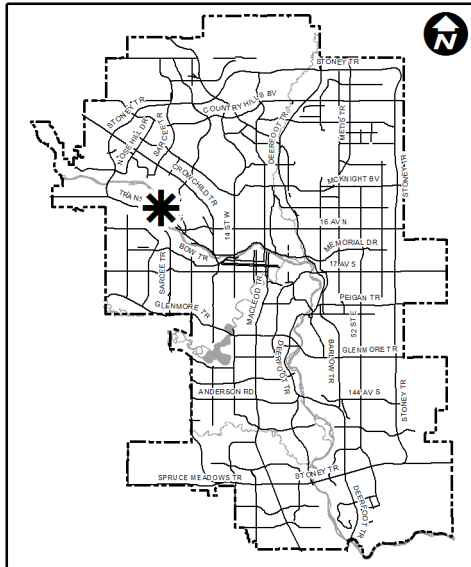
As identified below, the community of Bowness reached its peak population in 1982.

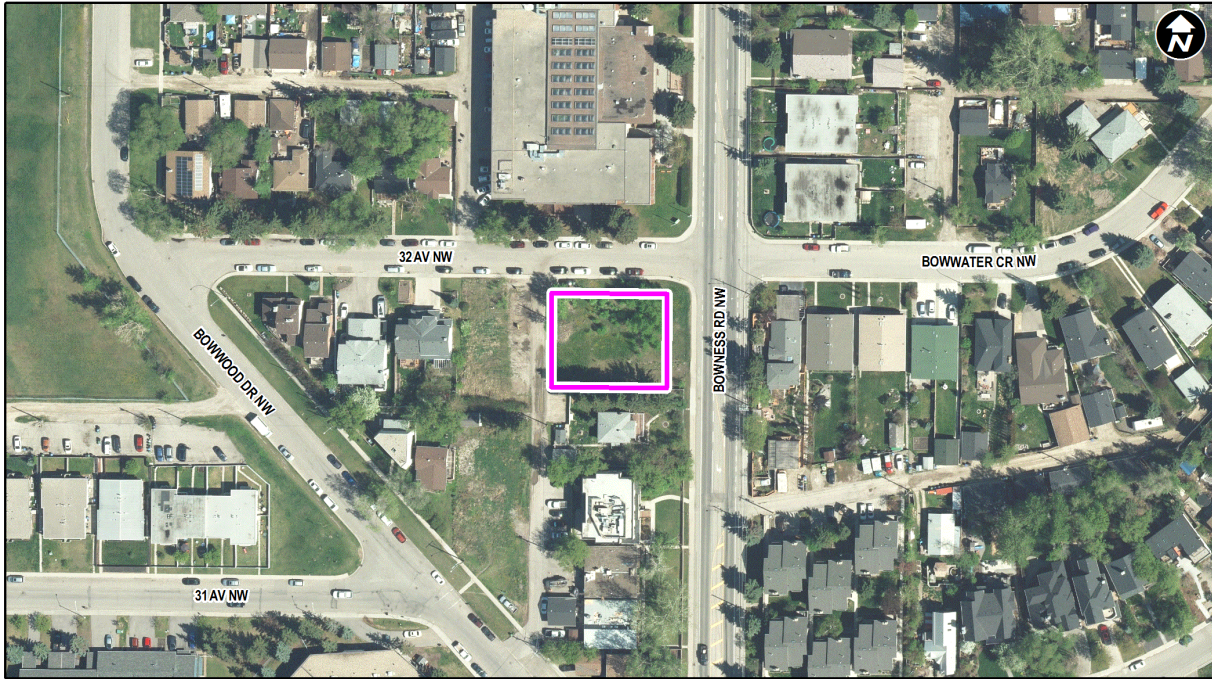
<b>Bowness</b>	
Peak Population Year	1982
Peak Population	13,134
2019 Current Population	11,150
Difference in Population (Number)	-1,984
Difference in Population (Percent)	-15%

Source: *The City of Calgary 2019 Civic Census*

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

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The current M-C1 District accommodates multi-residential developments in a variety of forms that are intended to be adjacent to low-density residential development, and have higher numbers of dwelling units and traffic generation than low density dwellings. The M-C1 District allows for a maximum building height of 14 metres and a maximum density of 148 units per hectare.

The proposed MU-1f4.0h22 District allows for a mix of residential and commercial uses. Either of these uses can be located at-grade. The proposed MU-1f4h22 District allows for a maximum floor area of 4.0 which equates to a building floor area of approximately 3,680 square metres. The proposed building height of 22 metres would allow for approximately six storeys. The proposed district was chosen over other potential multi-residential districts as it offers the greatest flexibility for redevelopment options. While the concurrent development permit does not include any commercial uses, the proposed district is suitable, as the site is located on a corner parcel, with direct lane access, is within 400 metres of a transit stop, within 800 metres of a primary transit stop, fronts onto a collector (or higher) road standard and is located adjacent to the *Bowness ARP* Main Street corridor as well as the nearby MDP Neighbourhood Main Street area.

### Development and Site Design

If approved by Council, the rules of the proposed MU-1f4h22 District will provide guidance for the development of the site, including appropriate uses, building height and massing, landscaping, parcel coverage and parking. Other key factors that were considered during the review of the development permit application include the following:

- Interface with the lane (including the surface parking area) and along 32 Avenue NW;
- Public realm enhancements along Bowness Road NW and 32 Avenue NW;
- Ensuring adequate *Transportation Demand Management* (TDM) measures are taken to justify the reduced minimum parking stall requirement;
- Exploring and addressing potential safety concerns associated with a covered surface parking area; and
- Ensuring the privacy of neighbours across the lane through the use of screening measures to obstruct view lines.

### Transportation

#### **Site Access & Traffic**

The subject site is a corner lot that fronts on to an arterial class road with 17,000 vehicle trips per day and sides on to a residential class roadway with less than 5,000 vehicle trips per day. The site is not within a residential parking zone and is not subject to any current parking restrictions. Vehicular site access will be required from the lane. There is an existing curb cut on 32 Avenue NW that will be removed at the time of redevelopment.

### ***Transit***

The subject site is approximately 40 metres from a bus stop that provides primary transit service (BRT Route 305) as well as standard (Route 1) service from Bowness to Forest Lawn. The site is also approximately 160 metres from a stop that provides service (Route 53) between the Greenwood Trailer Park and Brentwood.

### **Environmental Site Considerations**

No environmental site concerns were identified.

### **Utilities and Servicing**

Water and sanitary deep utilities are available. Public storm utilities are not currently available. A storm main extension may be required at the developer's expense. Development servicing requirements will be reviewed at the development site servicing 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.

### **Interim Growth Plan (2018)**

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed policy and 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 site is identified as Developed – Inner City typology of the [Municipal Development Plan](#), encouraging redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit, and delivers small and incremental benefits to climate resilience.

This proposal aligns with the typology policy as it will allow for flexible redevelopment and modest intensification along Bowness Road NW. Further, this policy encourages such intensification to occur around transition zones adjacent to areas such as the Neighborhood Main Street typology area to the north.

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

This application does not include any specific actions that address 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.

### **Bowness Area Redevelopment Plan (Statutory – 2019)**

The subject site is identified within the [Bowness Area Redevelopment Plan](#) as being within a Main Street corridor as well as having the Neighborhood – Low Rise typology. To accommodate this application, an amendment to Map 2 is required to change the land use typology of this site to Community – Mid Rise (Attachment 2). The Community – Mid Rise typology can support buildings up to six storeys in height with a wide range and combination of uses.