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- I have read and understand that my name and comments will be made publicly available in the Council agenda. My email address will not be included in the public record.

First name (required)	Patti
Last name (required)	Dolan
What do you want to do? (required)	Request to speak
Public hearing item (required - max 75 characters)	Policy Amendment and Land Use Amendment in Bowness (Ward 1) at 6105 32 Ave
Date of meeting	Sep 13, 2021

Over the past eighteen months I have been engaged in an exchange of emails between; Civic Works, Tom Schlotter (City of Calgary), Sydney Empson (Bowness Community Association) and concerned neighbors. The consensus has been overwhelmingly negative, I have not heard of anyone that is in favour of the development of a six story, 52 unit apartment building in a quiet residential neighborhood with inadequate parking.

There is not a building over 3 stories in Bowness except for a seniors building and a condominium high-rise in the very west side of Bowness both in commercial areas. The intrusion of a building, the size that is suggested, will most certainly have a negative impact on the neighborhood.

- 1) Lack of adequate parking will cause traffic flow issues, parking for the seniors care facility will be impacted. As well as the volume of traffic will cause traffic flow issues.
- 2) Loss of privacy. I live across the street from the proposed site and a six story building will cause a loss of privacy as the windows in the apartments will allow tenants to see into my bedroom and living areas.
- 3) Noise, with 52 balconies and rooftop access the noise levels will increase particularly in the summer months.
- 4) There is another empty lot a block over that is also waiting for this project to be approved so theirs can move forward. We would not just have one six story apartment building in the neighborhood but two that will have twice the negative impact on our neighborhood. Do not set a precedent!

I have lived in my home for 16 years and have seen constructive development in the

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

DISCLAIMER

1/2

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Aug 31, 2021

2:42:43 PM



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area such as Simon House that built a two story recovery centre. They have been excellent neighbors and have honored the longtime residence with positive engagement. Understood that change is inevitable but this sort of radical transformation is not welcomed nor necessary. I implore city council to reject this project and consider a development more in line with the neighborhood such as a 3 story building with adequate parking.

I appreciate the opportunity to address city council in person.

Sincerely,

Patti Dolan

President Condominium Corporation #8010996



City Clerk
Mail Code #8007
P.O. Box 2100 Station M
Calgary, Alberta
T2P 2M5

Via email: Cityclerk@calgary.ca

Re: LOC2020-0180

Please submit this letter for inclusion to council package for the public hearing to be held September 13, 2021.

The Bowness Community Association Planning and Development Committee does not support the Land-use application LOC2020-0180.

This statement is to clarify a statement that has been circulating citing a letter of January 04, 2021 between Sydney Empson, Planning and Development Coordinator for the Bowness Community Association and Tom Schlodder, Planner with the City of Calgary. The introductory paragraph contains a sentence:

We do not have objection to the Land Use amendment but there are many aspects of this development that are concerning to us.

This statement is taken out of context of the full document which concludes with:

As there is so much objection we cannot support this application knowing that they will have a drastic reduction in parking provided on site.

Our position is that we cannot support this application because the Land-use application has been submitted attached to Development Permit plans that ask for variances beyond the proposed land use change. As the neighbouring residents have expressed multiple concerns pertaining to the intensification of this site, **we cannot and do not give support to this development.**

Further, since the issuance of the letter there has been additional feedback from many residents on the size and scale of this development and there is overwhelming opposition to this application.

Sincerely,

Sydney Empson
Planning and development Committee Coordinator,
Bowness Community Association



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- I have read and understand that my name and comments will be made publicly available in the Council agenda. My email address will not be included in the public record.

First name (required) Sydney

Last name (required) Empson

What do you want to do? (required) Request to speak

Public hearing item (required - max 75 characters) Land Use Amendment in Bowness (Ward 1) at 6105 - 32 Ave NW LOC2020-0180

Date of meeting Sep 13, 2021

Comments - please refrain from providing personal information in this field (maximum 2500 characters)



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First name (required)	Jason
Last name (required)	New
What do you want to do? (required)	Request to speak, Submit a comment
Public hearing item (required - max 75 characters)	LOC2020-0180
Date of meeting	Sep 13, 2021
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	please see attachment

Jason New & Elizabeth Duerholt
[REDACTED]
[REDACTED]

September 6, 2021

City Clerk
Mail Code #8007
P.O. Box 2100 Station M
Calgary, Alberta
T2P 2M5

Via email: cityclerk@calgary.ca

RE: LOC202-0180

Please submit this letter to council for the hearing on September 13, 2021.

Background

The applicant, CivicWorks has applied for a land use change from the current maximum of 14 metres(4 storeys) to 22 metres(six storeys), an increase of 57%.

The statutory Bowness Area Redevelopment Plan(ARP), updated in December 2019, has the classification of Low Rise (4 storeys) for this parcel.

Request that council DENY the Land Use Change

We would request Council deny the land use change for the following reasons:

1. The residents of Bowness contributed to the formation of the ARP at the request of the City of Calgary. This 2019 document represents the collective wishes of the community. The proposed land use change does NOT conform to the Land Use as stated on Page 10, Map 2 of the ARP. All parties seem to agree this proposed land use change does not conform to the ARP.
2. A change of land use to not to conform to the ARP should have the support of the community, otherwise why have the community involved in the formation of the ARP? This application does not have the support of the community or neighbors directly impacted. We request Council defer to the statutory document, the wishes of the community, and directly impacted neighbors.
3. The ARP conforms to the Municipal Development Plan (MDP) and the MDP indicates the ARP is to **“Direct”** development:

“ARPs direct the redevelopment, preservation or rehabilitation of lands and buildings within developed communities”

City administration appears to have not adhered to this part of the ARP in suggesting that 6 storeys is appropriate:

“Administration sees this as a reasonable and incremental change as the site is adjacent to Bowness Road (where taller buildings should be ideally located) “

We would suggest administration is not permitted to make such a recommendation as administration is obliged under the MGA to conform to statutory documents. We request council adhere to this section of the MDP by following the ARP and denying the proposed land use change.

4. CivicWorks has suggested on more than one occasion that the Guidebook will support this 6 storey development:

“The “low” scale that will likely be applied to the vast majority of Bowness RD NW will allow for built forms measuring up to 6 storeys”

Lisa Khan, principle author of the guidebook indicated in response to my request clarifying whether we could limit to 4 storeys:

“I do not agree with the statement that says the Guidebook and new LAPs will likely allow for 6 stories along Bowness Road though. The Guidebook allows for the modification of scale categories so that if its determined that 6 stories (low scale) isn’t appropriate through the engagement process, it can be modified. Low-scale development could be limited to 4 stories through the LAP if that is determined to be the best outcome”

We request council ignore all forward looking statements with respect to what our community may decide both by CivicWorks and administration as Ms Khan has clearly indicated these decisions rest with the community.

5. CivicWorks has suggested that portions of the ARP are not correct:

“What was missed in the 2019 update was the addition of language and policy pertaining to multi-residential development along the bridge to bridge corridor”

We would suggest that CivicWorks has no knowledge of what resident input there was into the ARP and what should or should not be in the ARP.

We request Council ignore all statements made by CivicWorks which imply or presume the 2019 version of the ARP does not reflect the views of the community.

6. This parcel presumably has value with the current land use, otherwise there would be no property tax on this property. If the current land use is uneconomical, then the parcel

should be given away for free as the current owners purchased the property with the current land use. We request the City not consider any “economic” arguments related to the land use.

7. Mr Schlodder, the file manager on this proposal indicates:

“this proposed 6 storey building is appropriate for the future redevelopment of the M-C1 scale, although slightly higher”

We would suggest this is a presumptive assertion and is contrary to all of what the City and Council have stated about the guidebook and LAPs, that is, it is up to the communities to decide. We also suggest the characterization of an increase from 4 storeys to 6 storey as “slightly higher” does not pass the reasonable person test.

We ask each of you on council to consider that if a developer came into any neighborhood you represent and requested to build a house which was currently permitted to be 33 feet maximum height to instead be a 52 feet high house, would you consider this “slightly” higher, and more importantly, would you give your support to such an application?

Summary

The current ARP is a statutory document complying to the MDP and has a land use of Low rise (4 storeys or less) for this parcel.

For this proposed land use change, there is no requirement or need which must be met as stipulated by any statutory document which is not already met by the current land use. The residents have spoken through the ARP as well as feedback online and to civicworks. This proposal is NOT supported by the community.

The only question in our minds is who is served by this land use change and who will be negatively impacted. We respectfully request Council give deference to the ARP and the community residents Council is elected to serve, and deny the proposed land use change.

Sincerely,

Jason New
Elizabeth Duerhold



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- I have read and understand that my name and comments will be made publicly available in the Council agenda. My email address will not be included in the public record.

First name (required)	Patricia
Last name (required)	Peck
What do you want to do? (required)	Request to speak, Submit a comment
Public hearing item (required - max 75 characters)	LOC202-0180
Date of meeting	Sep 13, 2021

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Patricia Peck



City Clerk
Mail Code #8007
P.O. Box 2100 Station M
Calgary, Alberta
T2P 2M5

Via email: cityclerk@calgary.ca

September 6, 2021

RE: LOC202-0180 – Resident in opposition to proposed land use change

Dear City Clerk,

I am writing this letter to express my strong opposition to application **LOC202-0180** and to request that Council deny the Land Use Change.

Background

1. In 2018 City Administration conducted extensive study and community consultation of the area covered by the current application as part of the Main Streets program. The following comment by City Administration confirms that the new zoning proposed by the Main Streets Project met both the City's goals for growth and the community's desires:

“Between March 2018 and June 2018, local residents provided detailed feedback at public input sessions on a proposed land use framework to meet this growth potential. These comments were considered when refining land use changes. This new zoning will provide new forms of housing and commercial space that provide housing options and benefit businesses in the neighbourhood and the main street area can grow to meet the desires expressed by the community”

2. The City's Main Streets team recommended that the property under consideration in the current application **remain designated as MC-1.**
3. As a result of the Main Streets Project, land use changes were proposed to Council by way of an amendment to the Bowness ARP. The amendment to the ARP was approved by Council on February 25, 2019.
4. The Main Streets Project map of the proposed land use changes and the approved ARP map of land use zoning for the area are attached to this letter.
5. The applicant is requesting a land use change from MC-1 (4 story residential) to MU-1 (6 story with the option of commercial on the bottom floor)

Submissions

In support of my request that Council deny the land use change proposed by the applicant, please consider the following:

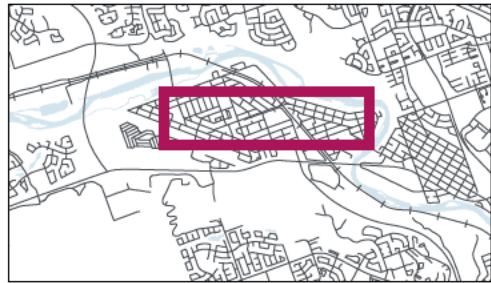
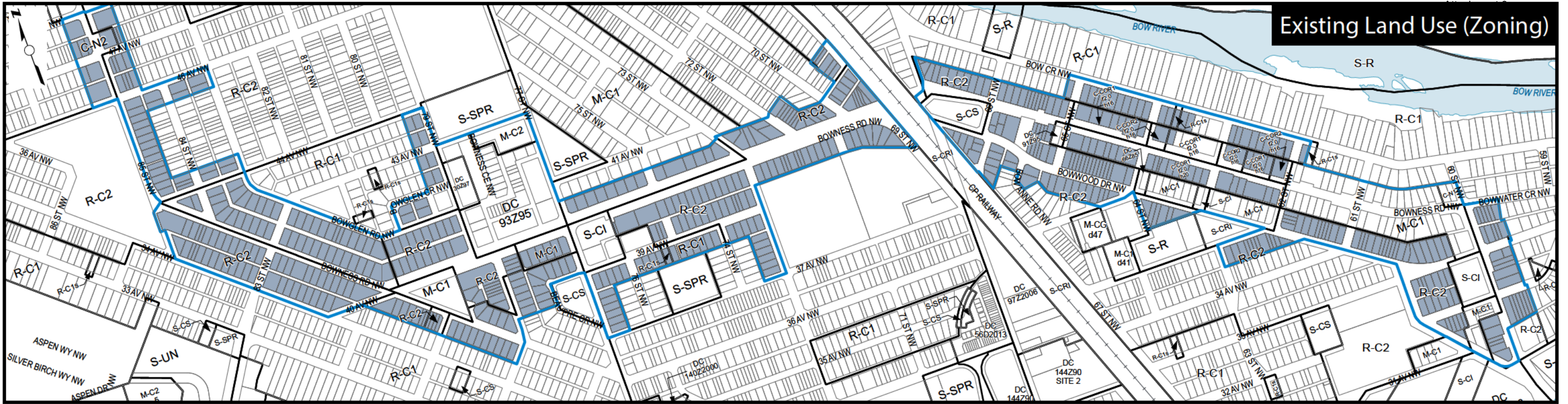
1. Both the City and the community have previously concluded that MC-1 is the appropriate land use designation for the parcel under consideration.
2. Administration is contradicting itself in recommending MU-1 land use when it previously (as recently as 2019) recommended MC-1.
3. Administration's endorsement of the applicant's proposed land use change erodes the community's trust in the ARP and the consultation process that resulted in the same. One quickly wonders 'what is the point of the Main Streets Project when the City so quickly ignores its own advice?'
4. A change in land use that allows commercial use is NOT a minor change. Although the current plans for the property do not include commercial use, one cannot ignore that land use changes are not tied to the developer's plans and nothing stops the developer from changing its plans or selling the property with the new land use potential. (this has already occurred one block north and should serve as a cautionary tale as to how the City's processes are abused).
5. A 6 story building greatly changes the character of the local area within the neighbourhood and the proposed 56 units creates traffic and parking issues that cannot be ignored. The traffic and parking studies do not take into account the cumulative effects of the nearby 'up zoned' "Jake" property. The bottle neck to the community is clearly foreseeable and will discourage business and investment to the commercial areas on Bowness Road.
6. The design of the building does not reflect the historical character of Bowness and the Hextall Bridge.

Thank you for taking the time to consider my perspective. As a taxpayer, I am disheartened that so much of my time and money has been wasted on the City's Main Streets Project which is clearly being ignored by City Administration.

Sincerely,



Patti Peck



LEGEND

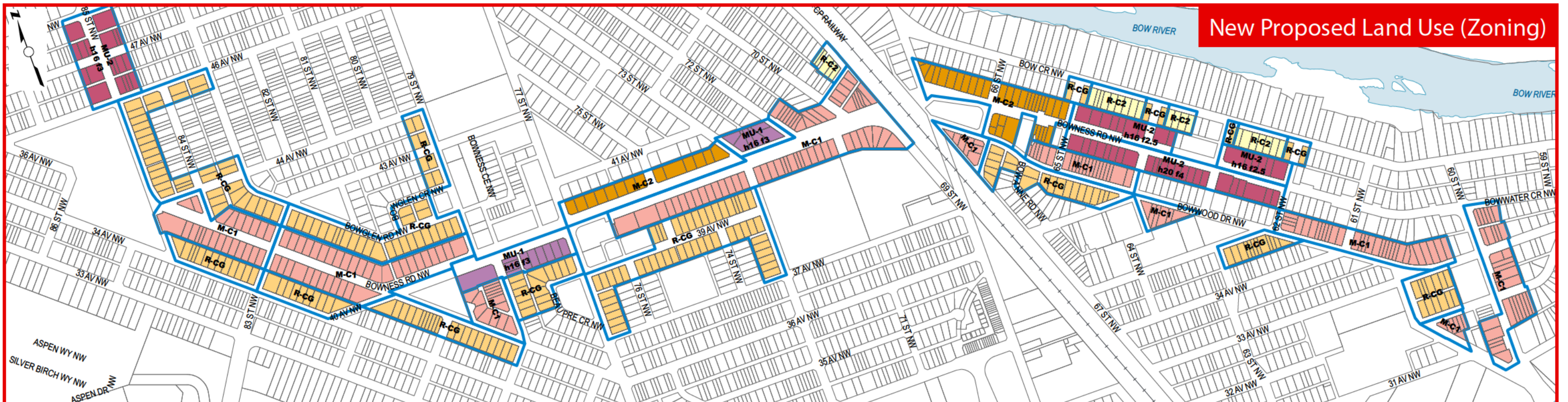
- Parcels to be Redesignated
- Main Street Area Developed Area Guidebook

Proposed Land Use Designation

- R-C2: Residential - Contextual one/ Two Dwelling District (2 to 3 Storeys, 10 metre maximum)
- R-CG : Residential - Grade- Oriented Infill District (2 to 3 Storeys, 11 metre maximum)

- M-C1: Multi-Residential - Contextual Low Profile District (3 to 4 Storeys, 14 metre maximum)
- M-C2: Multi-Residential - Contextual Medium Profile District (3 to 5 Storeys, 16 metre maximum)

- M-U1: Mixed Use General District (f = maximum allowed density Floor Area Ratio, see map h = maximum allowed building height in metres, see map)
- M-U2: Mixed Use - Active Frontage District (f = maximum allowed density Floor Area Ratio, see map h = maximum allowed building height in metres, see map)





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First name (required)

Kate

Last name (required)

Darling

What do you want to do?
(required)

Submit a comment

Public hearing item (required -
max 75 characters)

Item 17 - LOC-2020-0180

Date of meeting

Sep 13, 2021

Comments - please refrain from
providing personal information in
this field (maximum 2500
characters)

Hello. Please note that 28 households have signed onto the attached letter. Names and addresses were obtained but not original signatures due to COVID precautions.
Thanks!

City Clerk's Office
Mail Code #8007
P.O. Box 2100, Station M
Calgary AB Canada T2P 2M5

Sent via email: cityclerk@calgary.ca

September 7, 2021

Dear City Clerk,

Re: CITY OF CALGARY PUBLIC HEARING – September 13, 2021 –ITEM #17: Written submissions from concerned residents regarding Policy Amendment and Land Use Amendment in Bowness (Ward 1) at 6105 – 32 Avenue NW, LOC 2020-0180

BACKGROUND

We are a group of concerned residents who live and work in Bowness. We respectfully make the following submissions in strong opposition to proposed Policy Amendment and Land Use Amendment (LOC 2020-0180). We make these submissions now because we believe our interests, input, and concerns have not been appropriately taken into account. Specifically, our input and concerns have not been represented fairly by the landowner's representatives, CivicWorks, who prepared the "Applicant Submission" and the "Condensed Outreach Summary" on behalf of SNH Development Limited/Eagle Crest Construction, or by City of Calgary Administration, representatives of which we attempted to engage on multiple occasions without a timely response or meaningful dialogue. With respect to the latter, we waited five months for a response to our questions, with the response only being provided after yet another attempt to connect once it was discovered from a billboard that the Amendment application was to come before City Council. It should be noted that many residents along 32nd Ave, those within the notice radius did not know that the Calgary Planning Commission had recommended this to Council and that a Public Hearing was scheduled.

We are not anti-development. We are not anti-densification. However, we must once again voice our opposition to this proposed Land Use Amendment in the strongest terms due to its particular situation in a historic community with limited entry and exit points, on a narrow, congested road, already beset with parking challenges.

STRUCTURE OF THESE SUBMISSIONS

As originally presented in CivicWorks' outreach materials, the applicant sought to undertake a concurrent application process for both the Land Use Amendment (LOC 2020-0180) and the Development Permit Application (DP2020-8317). To quote those materials, "the concurrent process ensures a high-quality bricks and mortar outcome that aligns with the proposed land use change." However, Council Agenda Item #17 refers only to LOC 2020-0180 and the Calgary Planning Commission "Highlights" states: "A concurrent development permit for a six-storey, 52-unit multi-residential building is awaiting Development Authority, pending the approval of this application". Unfortunately, it remains unclear to residents what we are able to comment on during this Public Hearing. This is procedurally inappropriate in as it impacts residents' right to be heard on the matters being considered by Council. This needs to be addressed.

As stated in the Bowness Community Association's (BCA) comments referenced in the Council's materials, the appropriateness of the LOC in this case is closely linked to the quality of the design and development plan offered by Eagle Crest Construction. To ensure that Council's decision is not made in the abstract, given the very real impact on the livability and safety of Bowness, we have divided the following submissions in two parts despite the DP not being identified specifically in Agenda Item 17:

- **Part A – LOC 2020-0180**; and,
- **Part B – DP2020-8317**

PART A – Land Use Amendment (LOC 2020-0180)

1. A redesignation from Multi-Residential Contextual Low Profile (M-C1) to Mixed Use – General (MU-1f4.0h22) is not a “minor” change and there is no guarantee that the ensuing development will remain residential.

As noted above, we received a response to our March 18, 2021 letter to the City – after having to unilaterally pursue engagement with CivicWorks and the Planning Department at that time – on August 31, 2021. This followed the posting of the notice of public hearing (i.e. *after* the Planning Commission's recommendation was already on the record). In response to our March correspondence with the City, we were provided the subjective view that an MU-1 redesignation would be “slightly higher and active” and would provide an “interesting gateway building”. While a pleasant narrative, this is not an appropriate approach to policy implementation – or as it would seem – policy development through administration. It undermines the expensive initiatives that the City of Calgary has undertaken and places intense uncertainty on those deciding where to make a life for themselves.

The Main Streets initiative was approved in 2019 and was developed on the basis of the need for growth and the desire to retain the character of a neighbourhood. The City's Main Street project team, after in-depth study, made a conscious choice to EXCLUDE MU-1 designations from this stretch of Bowness Road. This was likely a reasonable reflection - by the planning department and the hundreds of people involved in the Bowness Area Redevelopment Plan and the Main Streets initiative – that this stretch of this “Main Street” has short sightlines for drivers, that this is far from the commercial district of Bowness and that it is oriented to recreation, parks and pathways.

There is no question that MC-1 better reflects and respects these features. There is no question that a MU-1 redesignation would be an abrupt, significant and negative change.

2. A redesignation will cause a significant addition of vehicles and driving activity that will exacerbate growing traffic and safety issues at one of the only routes in and out of Bowness.

SNH Development Limited/Eagle Crest Construction (Developer) have proposed a six-storey, 52 single-bedroom unit building for 32nd Ave and Bowness Road. The Developer's representatives (CivicWorks) claims that these are to provide family housing, asserting that “families take all forms”, a statement with

which we do not disagree. Accepting for the moment that as true, there would more likely be a minimum of two people per unit than one (assuming that a reasonable definition of family includes more than one person). A logical extension leads us to expect that in that case there is more likely to be two cars per unit than if there was only one person residing in each unit. We accept that there may be units with no vehicles but that is unlikely to be the case for many of those units given the distance from the city, that there is no C-train service nearby and that the winter bike commute is not a real option for the vast majority of people.

Bowness Road is a two-lane road bound by bridges at either end. Situated at the end closest to the subject lot, is the River Valley Elementary School with young students in junior kindergarten to Grade 9. A survey of low-rise buildings in Calgary's Northwest quadrant

<https://www.emporis.com/borough/106540/northwest-quadrant-calgary/1> shows that except for the Silverwood on the Park residences at 85th St and 48th Ave, which does not have residential neighbours, there are no 5-6 storey buildings on any two lane streets in the entire NW quadrant. There are very good reasons for this. Relevant to traffic and safety issues the increased volume of vehicles coming out of such places during the busy times of the day necessitates a safe merge lane. There is no safe merge lane along Bowness Road – only a bike lane that these additional vehicles will intersect.

In order to exit Bowness westbound toward downtown, a person must either cross the two-lane Bowness Rd. bridge (red circle below) or drive 3 kilometers, across active CP rail tracks (or 4.5 kilometers for a route under them) in the opposite direction to access the Trans-Canada Highway/16th Ave (green circle below).



It must be noted that Council has already approved a six-storey building (“The Jake”) within the two-block radius of the application before it now. We expressed concerns with the scale of that development as well, emphasizing that four-storeys should be the maximum (as an aside, we now note that the Jake was superior in many ways to the present proposal as it offered a much better parking space-condo unit ratio).

Residents are legitimately concerned that the cumulative effects on traffic and parking for both the present proposed building and the Jake were not properly assessed. Bowness' narrow access and exit points are geographic and infrastructural limitations inherent to this historical river community. Bownesian parents and commuters know this well. At approximately 4:30pm on a daily basis – even during covid times – the traffic is backed up past the bridge. This means delay and frustration, to be sure, but it also means additional risk in an emergency when ambulances, fire trucks and police vehicles cannot get through. The addition of more than 100 residents and their cars at exactly this congested area will exacerbate this dangerous situation. The precedent of this building could worsen this problem many-fold.

The Developer has indicated that this will be mitigated through the inclusion of bike stalls and an active transportation credit that will last only 5 years. However, this location is known to be cycle, transit and pedestrian unfriendly. According to realtor.ca, a nearby property has a 3/10 “cycle friendly”, 4/10 “pedestrian friendly”, and 5/10 “transit friendly” score. We have all had theft experiences in this area and there are very real security risks for bicycles here. The Developer has not presented convincing evidence that the natural bottleneck of the river and the two-lane bridge can reasonably handle this additional volume and traffic activity.

3. A redesignation will allow for the addition of vehicles that will increase the accumulating parking pressures already experienced by seniors and families on the surrounding streets.

Parking is a major issue at this location due to the existing Long Term Care Facility (Bow Crest), which sees Bow Crest staff and patient family members coming and going regularly from the building, the River Valley School Campus, which sees drop off and pick up volume daily, the lack of parking along Bowness Road and the anticipated Jake construction already slated for two blocks away. While we acknowledge that the Development Permit is not being looked at here, it is imperative for Council to understand that the proposed design requires a relaxation of requirements of on-site parking to 22 stalls because, we understand from the engagement session, the Developer has determined, prioritizing his own economic interests and externalizing the costs, that it is not feasible to provide enough parking for a six-storey, 52 unit building and still make a profit.

It must be noted that the traffic studies tendered in support of this application were completed during pandemic-levels of Bow Crest's and River Valley School's operations. The picture offered to the Calgary Planning Commission and Council is not representative of the reality. We fundamentally believe that any attempt to capitalize on pandemic conditions must not be rewarded by Council through an amendment approval.

When the Developer's representatives were asked what the Developer will contribute to the community in return for a special policy amendment in his favour, the only response was that SNH/Eagle Crest “would help with one street's application for a no parking zone”. Instituting a no-parking zone on one street will simply burden more streets. CivicWorks indicated that they will not be providing direct assistance to other streets that are concerned about overflow parking. It must also be noted that this is a) a negligible contribution given the rules the Developer seeks to have relaxed and b) sure to be woefully ineffective.

4. A redesignation will allow for the construction of a building that will significantly increase community risks, significantly decrease community members' safety, undermine the Bowness ARP and City guidelines, and diminish the value and enjoyment of several neighbouring properties.

The Calgary Planning Commission states in its materials submitted to Council: "as described in the Applicant Submission (Attachment 3), that the subject site is located along Bowness Road NW, most of which is an active commercial street...". First, it must be noted that this assertion is an exaggeration. There are commercial *sections* along Bowness Road, which is long and winding, but this section is not one of them. Not at all. While it may be identified as a "Main Street" in the MDP's Developed Areas Guidebook, many sections of it are not appropriate for high density or commercial development and those commercial components that do exist do not amount to more than 50%. Second, it must be noted that Attachment 3 in the Council's materials is a highly condensed version of the verbatim feedback provided to the City of Calgary Planning Commission. And even that feedback was not complete. For example, our letter signed by 13 households was not included (See Appendix A to this submission). What is missing due to this extensive summation exercise is a real picture of this curve of Bowness Road as a low-density, family-oriented, character-rich residential section. This particular segment is the first part of Bowness Road that one experiences as they enter the community.

The Bowness Area Redevelopment Plan allows for 4 storeys at this location. The geographic, demographic and infrastructure realities and urban planning principles have not changed since the jointly-developed and updated ARP was adopted 2019. When asked why the SNH/Eagle Crest would not consider constructing a four-storey building using careful massing and sightlines at that location, it was explained that the rate of return on investment would not be adequate. Unfortunately, these private financial goals will only be realized through compromising the safety and livability of the area, and the diminishment of the value and enjoyment of neighbouring properties.

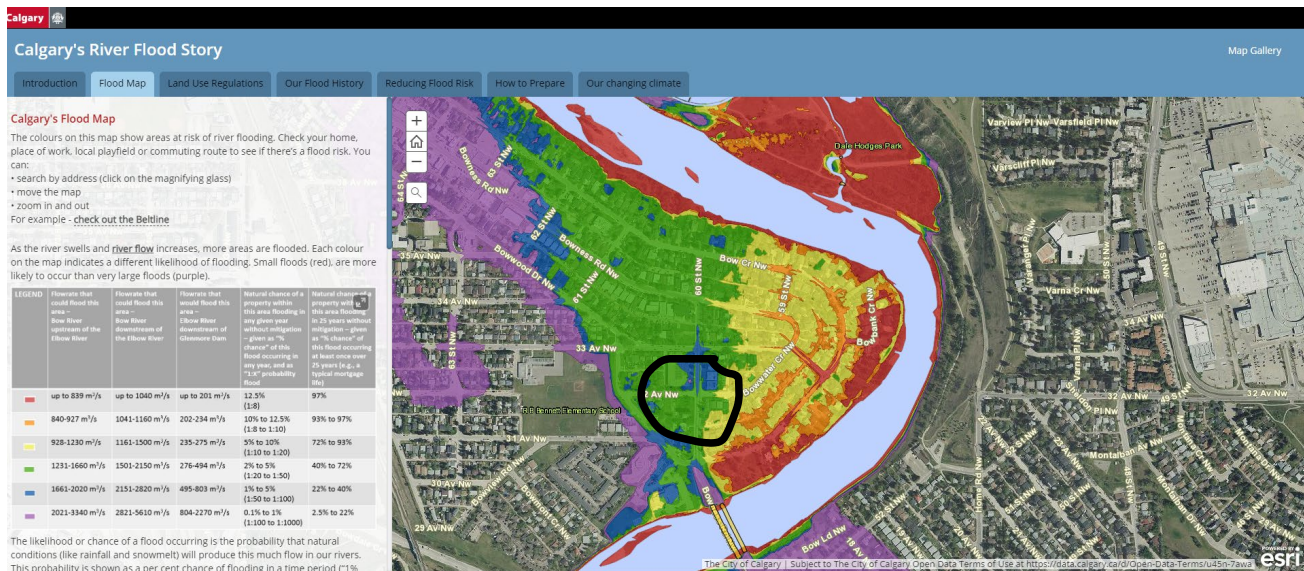
The proposed reclassification of the lands from Multi-Residential - Contextual Low Profile (M-C1) to Mixed Use - General (MU-1f4.0h22) is completely incompatible with the adjacent properties. To the left of the proposed site sits a one-storey detached home. To the rear of the proposed site is a two-storey townhouse. To the right of the proposed site is a two-storey seniors' residence. Across the street from the proposed site is a one-storey duplex. Despite the Calgary Planning Commission's assertion that this 50% increase in height would only be slightly higher, this building would tower over these homes and residences, escalating the urban-center dynamic into a low-density neighbourhood far beyond even those communities between Bowness and downtown. The dichotomy would look truly absurd and lie well outside the Bowness ARP and basic principles of urban planning. As noted by the BCA, there is no transition between the proposed development and the adjacent properties that are small one or two storey buildings. There is considerable impact to those properties to the west and there should be a zone of transition between the higher density proposed and the low density that currently exists. These were some of the concerns that led to the Bowness Area Redevelopment Plan limiting buildings to 4 storeys.

There is also a potential impact on resident mix in Bowness. As noted above in subsection 1 above, we truly believe that families come in all shapes and sizes and we welcome all of them. We also fully support Bowness ARP Section 1.5, Summary of Policies, which acknowledges "Bowness' role as a low-density family-oriented community". The truth is that Bowness needs more kids in order to support the schools

and vibrant programming in the community. The critical mass of children here is why many of us decided to move here in the first place. If, contrary to what has been said at the engagement session, the 52 one-bedroom-unit design is actually targeting single adults, it would undermine the Bowness ARP Policy and our effort to support the development of Bowness in a family-oriented way.

5. A redesignation will permit the construction of 52 residential and/or commercial units in a flood-affected area.

It is appropriate for communities located along a floodway to maintain lower-density zoning in potentially flood-affected areas. This allows for better management of evacuations and lower risk for everyone during flood events. This is particularly reasonable when the main evacuation route is a two-lane road that leads into a small two-lane bridge. The Calgary Flood Map (<https://maps.calgary.ca/riverflooding/>) identifies the location of the proposed Land Use Amendment as being in the “green zone” as depicted in the black circle here:



“Green” in this context does not mean good. It means there is a very real risk of flooding. The natural chance of a property flooding within this area in 25 years without, for example upstream mitigation, is between 40% and 72%. Further, a January 2021 report by Klohn Crippen Bergen shows that groundwater levels at the subject location are 1.0-1.5 mbgl, which could negatively impact the integrity of the footings required for a six-storey building.

In our view, it is inappropriate for the City of Calgary to approve a policy amendment that would encourage developers to add density in a zone that the City knows has such a probability of experiencing another destructive flood.

6. A redesignation will undermine Bowness’ ability to maintain its historical character around the landmark Hextall Bridge and develop its main street in an attractive way.

The Hextall Bridge was designated as a Historic Resource under the Alberta Historical Resources Act in 1988. Under that Act, **the Minister has an obligation to coordinate the orderly development, preserve and promote the appreciation of Historical Resources.** The subject lands are one block away from the Hextall Bridge and the “Welcome to Historic Community of Bowness” sign. The proposed six-storey will be one of the first things visitors see and will set a tone for the community incompatible with our efforts to maintain a distinct character for this town-within-a city.

While the developer’s representatives indicated that the developer does not intend to make use of the allowance under Mixed Use - General (MU-1f4.0h22) to include commercial space within the building, there would be no requirement that Eagle Crest or, if Eagle Crest decides to sell, a future developer refrain from including commercial space. This end of Bowness Rd is not suited for commercial use and was not intended to be under the Bowness ARP.

This change will undermine Bowness’ identity as a Historic Community and will negatively impact the value of the Hextall Bridge as a Historical Resource in direct contravention of the Act. What’s more, it would be a significant, precedent-setting step leading to deterioration of this critical, character-rich, family-oriented part of Bowness Road.

7. A redesignation will undermine residents’ trust in the City of Calgary’s policy development processes.

As noted above, the Bowness ARP was approved in 1995 and updated and adopted in 2019. Many Bowness residents were intimately involved in the recent ARP amendment consultations and invested extensive time, energy, goodwill and resources into that process. While the developer’s representatives have characterized the proposed amendment as “minor” in their information material, given the recency of the ARP and its stipulated time horizon of 10-15 years, this change now is significant. It also adversely impacts the reliance that community members placed on that plan in making investments in their own properties.

By permitting this amendment, the City of Calgary will be overriding the Bowness ARP and all the good faith input, public engagement and hard work that went into it. The decision would convey to residents that consultation and engagement processes are hollow and meaningless. This amendment would set alarming precedent for other similar applications. It was particularly concerning during one meeting when CivicWorks indicated that we should expect redesignations all along Bowness Road. At the risk of sounding naïve, we want to believe we know as much about Council’s plan for Bowness as the developers and urban planning companies do. We want to believe that Council is listening to us.

PART B - Development Permit Application (DP 2020-8317)

1. The development plan demonstrates a utilitarian approach to design that fails to include City of Calgary Low Impact Development measures.

As noted above, the proposed six-storey would dominate, obscure, and invade the privacy of the neighbouring properties. The proposed building would also fundamentally change the character of Bowness Road for the worse.

We are not opposed to development. We support development that makes the community better – both for residents and business owners. This is why we support a four-storey structure that does not obliterate its neighbours and coheres with the character of the surrounding buildings. From among the residents who shared, there were suggestions of brick, greenery, traditional lighting and stone signs – simple elements – all of which would support our efforts to maintain the distinct character of Bowness as a town-within-a-city and would help frame the entrance to an attractive “historic places” corridor through the main street of Bowness. This would draw visitors and commerce and would boost the economic centre of the community.

The support for this approach is already in the policy. The Bowness ARP on page 19 requires that the Approving Authority ensure that new developments contain the same façade or landscaping treatment as is evident in the best examples of local development. This standard is clear and should be treated as determinative by Council on this matter. This is a “meet or beat” standard that growing cities must apply to ensure development continues to improve the cityscape. The proposed development, however, grossly fails to meet this standard.

A comparison of projects on the Eagle Crest Construction webpage (www.eaglecrestconstruction.ca/) demonstrates clearly that even compared to those buildings recently completed in Montgomery and elsewhere in the Northwest, the building being proposed for Bowness Road has been designed to maximize the footprint and minimize building cost. This will result not in an advancement of Bowness for the shared benefit of residents and the City of Calgary. Rather, there is a single guarantee with this proposed development: it will be an eyesore for decades to come. This is in addition to all concerns set out above.

As noted by the BCA, this development is not currently indicating that it has any intention to integrate any of the components of the City of Calgary's "Low Impact Development (LID)" into its design. The City of Calgary LID has listed these best management practices: Rain Gardens, Green Roofs, Permeable Pavements, Bioswales and Absorbent Landscapes. What has been proposed represents a de minimis standard, a significant downgrading of quality and a style wildly out of step with the surrounding streets. Further, there are dozens of windows that would provide a line of sight directly into the adjacent residents' back yards.

2. The developer has not demonstrated a believable plan for mitigating parking pressures on the neighbourhood.

Quite simply, bike racks and active transportation credits that are limited by a 5-year time horizon (CivicWorks was not able to tell us what new mitigation will manifest at that 5-year mark) will not cut it. Bow Crest is not going anywhere. The Jake will only add problems. River Valley School will still have drop off and pick up times. Bowness Road will still not allow parking because it is not wide enough. What the Developer has offered is a superficial, short-sighted, completely imaginary solution for a real problem. Put another way, the developer is placing primacy on its economic interests while externalizing the costs in the form of added risks and decreased safety to the surrounding area. Further details are explained in Part 1 above.

3. A redesignation will lead to additional construction and development-related stress and economic impacts experienced by residents and Bowness businesses who have now been surrounded by major construction for years.

The construction phase of this Bowness residents have been in surrounded by major construction for the past several years. These have included:

- The West Calgary Ring Road and the Bowness Bridge construction
- The Greenwich Development
- The Trinity Hills Development
- The Sunnyside Redevelopment project
- The Bowness Road traffic calming measures

All of these together have imposed traffic and commute impacts, walking and cycling safety impacts, noise impacts, air quality impacts and debris impacts.

Residents are frustrated by all of this and request that City Council pause for a moment and look at the impacts of all these decisions on Bowness residents and businesses. The development projects are simultaneously draining demand for local products and services and placing pressure on an area that is not suited for high-density because of its hydrographic and geographic limitations in order to provide a market to support the major retail outlets that are being planned. The traffic calming measures along Bowness Rd, which are welcome for we cyclists and walkers, are diametrically opposed to increased traffic.

4. The developer has not demonstrated how it will invest in Bowness as a signal of goodwill and custodianship in exchange for variances.

The Developer has not offered to contribute to the community. The Developer could have offered things like:

- A communal greenspace to alleviate pressure on those along 32nd Ave who do not have alleyways and will be heavily impacted
- Paving of alleyways to account for the increased traffic flows.
- Repairs to Hextall Bridge
- Painted bike lanes
- Tree planting
- Community outdoor rink at River Valley School
- Community pump track
- Community art/murals
- Community historic information signs
- Contribution to a market square

We are an active and proud community whose members give a lot. If this Developer wants to be a member of and benefit from this community, the expectation is that he/she/they contribute to its improvement.

Sincerely,

Concerned Bowness Neighbours

Kate Darling & Dave Wright – 6020 Bowwater Crescent NW
Dr. David Chalack - 7020 Bow Crescent NW
John and Esther Chapman – 6133 32nd Ave NW
Adam Mayhew and Todd Postlethwaite – 6128 32nd Ave NW
Fabienne Leydecker and Kate McLean – 6120 32nd Ave NW
Shelley Aspholm – 5806 Bowwater Crescent NW
Dr. Brad & Dr. Nicole Kane – 6023 Bow Crescent NW
Dr. Philippe Couillard & Abbie Connick – 6011 Bow Crescent NW
Cate McCrae & Brian Eloschuk – 6039 Bow Crescent NW
Jennifer & Cody Chatfield - 6035 Bow Crescent NW
Claire Arrieta and Esteban Acuna – 6026 Bow Crescent NW
Patti & Bryan Peck – 6032 Bow Crescent NW
Dr. Colleen Carey – 5899 Bow Crescent NW
Francesco Mele & Alison Hayter – 6318 Bow Crescent NW
Kristen Murray – 6715 Bow Crescent NW
Jason New – 5902 Bow Crescent NW
Andy Vaughn & Katie Le Claire - 6043 Bow Crescent
Elaine & Guy Cote – 8319 Bowglen Rd NW
Jean Woeller – 6138 Bow Crescent Rd. NW
Geoff Wilcox & Sharon Raycroft – 5840 Bow Crescent NW
Jamie Wowk & Cory Wowk – 5819 Bow Crescent NW
Nicola & James Mooney – 6024 Bowwater Crescent
Brenda Coghlin – 6012 Bowwater Crescent
Michelle Chow – 5848 Bow Crescent
Sarah Ward & Nathaniel Ward – 6140 32nd Ave NW
Jane Kinsella – 6024 Bow Crescent NW
Jim Warner – 6139 32nd Ave NW
Candace Truman – 6935 Bow Crescent NW

We are residents on the street upon which this proposed building will be located namely 32 Avenue NW. While this proposed building will be on Bowness road, the entrance to the building along with the access to the parking will be off of 32nd Avenue.

BACKGROUND:

You should initially consider the unique context as to the proposed building location. 32 Avenue is a quiet street which is home to 12 houses. It is not a through road being bordered on the east by Bowness road and on the west side by Bowwood drive which is a T intersection. Most, if not all of the homes on the street are owner occupied.

There is also a permanent care facility located on 32 Avenue, named Bowcrest, which has 75 units. Most of these units have two residents per room. Access to the building as well as its parking is off of 32 Avenue. While the permanent care residents who live here do not drive, the employees as well as people visiting the residence at Bowcrest do drive.

The property upon which this proposed building is to be built is currently zoned to permit up to a four story building having up to 13 units. The developer is requesting that the zoning be changed to allow a 6 story building containing some 52 units. Their website in several places indicates this to be a “minor” change. I am curious to know in what world does an increase of 400% in units constitute a minor amendment. I would submit that this is about as major an amendment as you can get.

There are Two obvious reasons as to why this proposed amendment to the zoning as well as the specific proposed building should never be approved.

1. PARKING:

As indicated above the residence on 32 Avenue are not the only people who use this street for parking. The employees of Bowcrest and the visitors coming to see the residence of Bowcrest park on the street as well. I live at the opposite end of 32 Avenue from where Bowcrest is located and yet it is a daily occurrence that employees and/or visitors to Bowcrest park in front of my house. There is often no parking to be found at all along 32 Avenue. The addition of a 52 unit building will obviously exasperate the parking situation beyond anything close to a reasonable amount. Even a building within the 13 unit current limit would have an extremely negative effect on the parking situation in view of the circumstances of this particular street.

The proposed building is for 52 one bedroom units. Obviously these are not geared towards families where some members of the family may not drive. It is likely that all of the tenants will be of driving age and only 18 of the tenants will have parking spaces. There are only 4 additional parking sites designated for visitors. Where will the remaining tenants park? Where will any additional visitors to the 52 tenants park? I find it humorous (no, make that upsetting) that the developer states that it will pay those tenants the sum of Two Thousand dollars as compensation to the remaining 34 tenants

who cannot be assigned parking spaces. What about the home owners and other users of 32 Avenue parking spots?

The developers website indicates that although a resident of 32 avenue was unsuccessful in obtaining a parking permit only designation for this street in 2018. It adds that the developer would help any future application seeking the same designation for the street. This is a blatant example of putting the cart before the horse as there is absolutely no guarantee that the parking permit only designation would be granted. More over this would not be of any assistance to the other people currently using the street for parking, namely the Bowcrest employees and visitors. I myself do not begrudge these people from parking on the street since my mother resided at Bowcrest because of the close proximity to our house. These visitors are visiting their loved ones and some of these visitors are elderly and require parking close to Bowcrest.

2. TRAFFIC:

The addition of 52 additional residences with the only access being off of 32 Avenue will have an extremely negative effect on the traffic pattern.

This road was originally designed and built approximately 80 years ago to accommodate the 13 or so houses along its 1 block length. As such this street is quite narrow – significantly narrower than the streets that border it, namely Bowness road and Bowwood drive. As a result of there being cars parked on both sides of the street, it is challenging to safely pass cars going in opposite directions. It is even worse when there is a truck or larger vehicle going the opposite way as this often forces 1 vehicle or the other to find a place to pull over to let the other vehicle pass.

This was made even worse when Bowcrest came along many years ago which increased the traffic in general but also the number of trucks, handy busses and first response vehicles using this 1 block long stretch of road.

The addition of this proposed building will result in further resident/visitor traffic, trucks servicing the residents, and moving trucks moving the tenants in and out of the business. This will result in an untenable, awkward and potentially dangerous traffic pattern.

3. OTHER CONSIDERATIONS:

The proposed building contains (as per the information provided by the developer) 52 one bedroom rental units each of approximately 500 square feet. The materials supplied by the developer anticipates that this will be the home of future young professionals. I beg to disagree. This will be a low cost housing project.

Bowness is an eclectic community containing some of the nicest and most expensive houses in Calgary as well as some of the not so nice housing options found in Calgary. It is one of the most unique communities in Calgary and that is one of the reasons I have lived in Bowness for more than 20 years.

I am in favor of a reasonable mixture of different lifestyles within a community in general and in specific areas found within that community. To me this adds to the diversity and charm of Bowness. However, by adding 52 low cost housing units made up entirely of rentals to a street currently made up of 13 homes predominantly owner occupied is too much of a drastic change. It changes the nature of our street completely.

Thank you for receiving our submission and we hope that you share my opinion that the change of zoning and the specific building being proposed is totally unacceptable within the context of this street.