

**POLICY AMENDMENT AND LAND USE AMENDMENT  
BOWNESS (WARD 1)  
WEST OF BOWNESS ROAD NW AND  
SOUTH OF 32 AVENUE NW  
BYLAWS 9P2016 AND 39D2016**

**MAP 26W**

**EXECUTIVE SUMMARY**

This land use amendment application proposes to redesignate three Residential – Contextual One/Two Dwelling (R-C2) District parcels to Multi-Residential – Contextual Low Profile (M-C1) District to allow for multi-residential development.

The redesignation of the subject lands requires a policy amendment to the Bowness Area Redevelopment Plan to accommodate the land use amendment proposal.

**PREVIOUS COUNCIL DIRECTION**

None

**ADMINISTRATION RECOMMENDATION(S)**

2016 January 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendment and the proposed Land Use Amendment.

**RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION**

That Council hold a Public Hearing on Bylaws 9P2016 and 39D2016; and

1. **ADOPT** the proposed amendment to the Bowness Area Redevelopment Plan, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 9P2016.
3. **ADOPT** the proposed redesignation of 0.22 hectares ± (0.53 acres ±) located at 6119 – 32 Avenue NW and 6120 and 6128 Bowwood Drive NW (Plan 231FC, Lots 5 to 8; Plan 8111908, Lot 10) from Residential – Contextual One/Two Dwelling (R-C2) District **to** Multi-Residential – Contextual Low profile (M-C1) District, in accordance with Administration's recommendation; and
4. Give three readings to the proposed Bylaw 39D2016.

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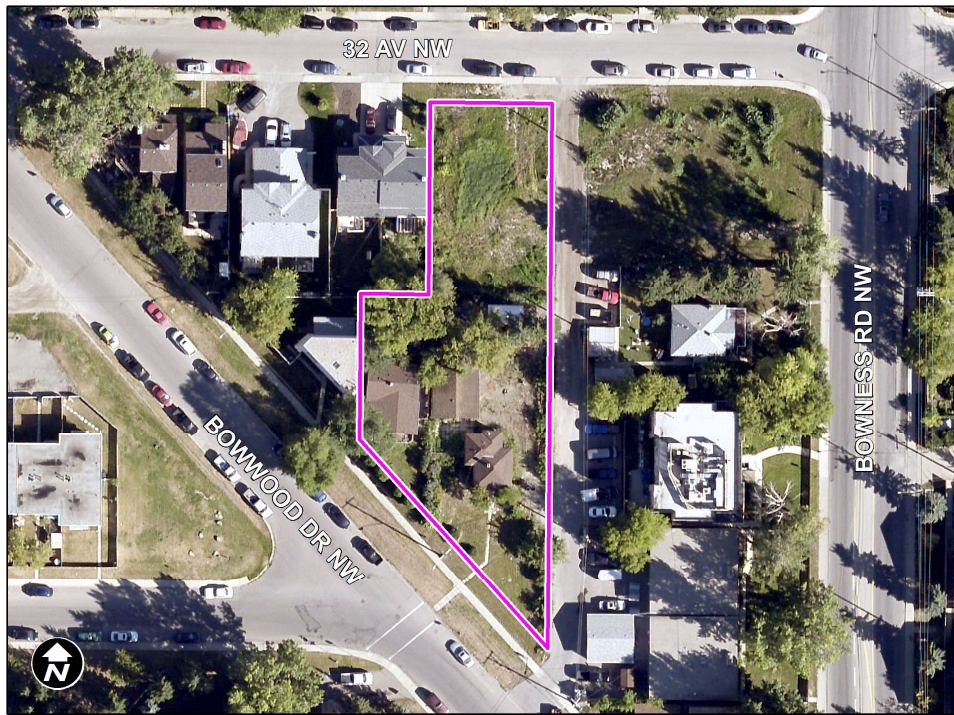
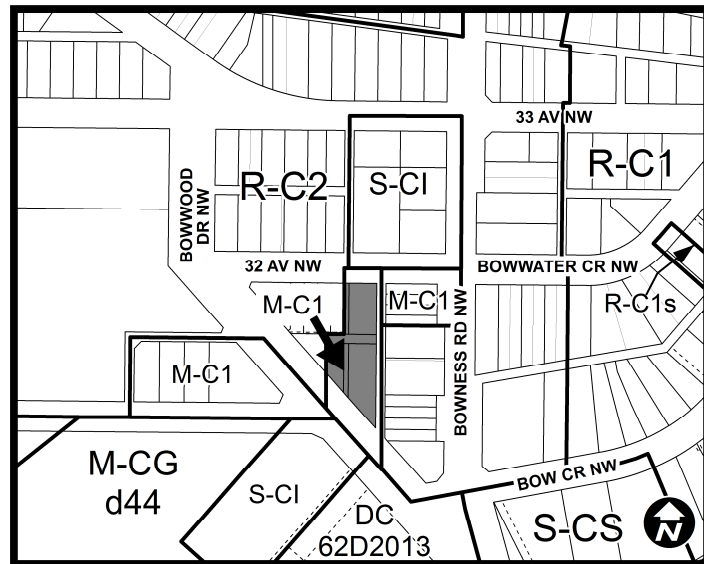
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**REASON(S) FOR RECOMMENDATION:**

This proposal is in conformance with applicable policies of the Municipal Development Plan, many of the Guidelines for Multi-Residential redesignations, and the local area plan as amended. The proposed land use district was designed to be implemented in proximity or directly adjacent to low density residential development and represents a modest increase of four inner city parcels of land. Therefore, the proposal allows for development that has the ability to be compatible with the character of the existing neighbourhood.

**ATTACHMENTS**

1. Proposed Bylaw 9P2016
2. Proposed Bylaw 39D2016

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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

- |    |  |                       |
|----|--|-----------------------|
| 1. | Recommend that Council <b>ADOPT</b> , by bylaw, the proposed amendment to the Bowness Area Redevelopment Plan; and<br><br><b>Moved by: R. Wright</b><br>Absent: S. Keating and M. Logan  | <b>Carried: 7 – 0</b> |
| 2. | Recommend that Council <b>ADOPT</b> , by bylaw, the proposed redesignation of 0.22 hectares ± (0.53 acres ±) located at 6119 – 32 Avenue NW and 6120 and 6128 Bowwood Drive NW (Plan 231FC, Lots 5 to 8; Plan 8111908, Lot 10) from Residential – Contextual One/Two Dwelling (R-C2) District <b>to</b> Multi-Residential – Contextual Low profile (M-C1) District.<br><br><b>Moved by: R. Wright</b><br>Absent: S. Keating and M. Logan | <b>Carried: 7 – 0</b> |

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**Applicant:**

Chateau Lifestyle Community (Alta)  
Inc

**Landowner:**

Envirotech Real Estate Inc  
Murray K Rundle  
Christopher Ross Brown  
Leona Susan Yee

**PLANNING EVALUATION**

**SITE CONTEXT**

The site is located in a predominantly low density residential area (R-C2) in the northwest community of Bowness close to Bowness Road NW between 32 Avenue NW and Bowwood Drive NW.

The parcels are surrounded by R-C2 parcels to the west and across a portion of the lane to the east, M-C1 parcels across a portion of the lane to the east and across Bowwood Drive NW, and S-C1 parcels to the north and across Bowwood Drive NW.

**LAND USE DISTRICTS**

The proposed land use district is Multi-Residential – Contextual Low Profile (M-C1), which would allow for a maximum of 32 units over the 3 parcels and a maximum of fourteen metres in height. The M-C1 district is intended to accommodate multi-residential development in a variety of forms of low height and medium density in close proximity or directly adjacent to low-density residential development.

**LEGISLATION & POLICY**

**Municipal Development Plan (MDP) (2009 – statutory)**

The subject parcels are located in the *Residential – Developed – Inner City Area* as identified on Map 1 of the Municipal Development Plan (MDP). The *Inner City Area* land use policies allow for a range of intensification strategies including parcel-by-parcel intensification to larger more comprehensive approaches.

Sites within the *Inner City Area* may intensify, particularly in transition zones adjacent to areas designated for higher density (i.e., Neighbourhood Corridors), or if the intensification is consistent and compatible with the existing character of the neighbourhood.

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The subject site is located approximately 200 metres from the Neighbourhood Corridor on Bowness Road NW. The proposed land use district allows for development that has the ability to be compatible with the character of the existing neighbourhood.

Bowness Area Redevelopment Plan (ARP) (1995 – statutory)

The site is located within the *Residential: Low Density Conservation & Infill* area on map 2 of the Bowness Area Redevelopment Plan (ARP). Section 7, policy 2 indicates that *the current R-1, R-2, and DC (residential) residential land use designations are appropriate*. The proposed M-C1 land use designation does not comply with the current wording and therefore an amendment to the ARP is proposed concurrently with this application (APPENDIX III).

The map amendment will convert the site to the *Residential: Low & Medium Multi-Dwelling* on map 2 of the ARP. The intent of this area *is to accommodate the existing low-profile, multi-dwelling housing stock and offer an opportunity for other similar development, which would contribute positively in terms of good design and housing choice*. The proposed M-C1 district would comply with the intent of this area.

Multi-Residential Infill Guidelines (2014 – non-statutory)

Council approved the Location Criteria for Multi-residential Infill (APPENDIX IV) to provide specific guidance in reviewing land use amendment applications and associated amendments to local area plans. The proposal meets the following criteria:

- Within 400 metres of a transit stop (the closest transit stop is 100 metres away);
- Within 600 metres of an existing or planned Primary Transit stop or station (Bowness Road NW);
- Adjacent to existing or planned non-residential development or multi-dwelling development (existing M-C1 parcels are located to the east across the lane and across Bowwood Drive NW to the south);
- Along or in close proximity to an existing or planned corridor or activity centre (the site is 250 metres away from the Neighbourhood Corridor portion of Bowness Road NW); and
- Direct lane access.

**TRANSPORTATION NETWORKS**

A Transportation Impact Assessment was not required for this application.

The subject site is close to bus routes on Bowness Road NW. The nearest transit stop is approximately 100 metres away for bus routes 1 and 407 and bus rapid transit route 305. The site is located approximately 250 metres away from the transit stop for bus route 40.

Vehicular access is available from the east lane and pedestrian access is available from public sidewalks along 32 Avenue and Bowwood Drive NW.

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**UTILITIES & SERVICING**

The site is located within the West Memorial Sanitary Trunk catchment area in which the main sanitary sewer line for the area was determined to be operating at capacity. At this time, Administration has determined that it is acceptable to consider land use amendment applications within this catchment area. Occupancy of any development must be coordinated with completion of the West Memorial upgrade which is scheduled for 2016 completion (subject to change).

**ENVIRONMENTAL ISSUES**

An Environmental Site Assessment was not required.

**ENVIRONMENTAL SUSTAINABILITY**

An analysis of sustainability measures to be incorporated into the development will occur at the development permit stage.

**GROWTH MANAGEMENT**

The proposed amendments do not trigger capital infrastructure investment and therefore, there are no growth management concerns at this time.

**PUBLIC ENGAGEMENT**

**Community Association Comments**

The Bowness Community Association does not object to the increase in density but did express concerns about an increase in on-street parking and traffic (APPENDIX II). The Development Authority will ensure adequate parking is provided at the Development Permit stage.

**Citizen Comments**

One letter of support was received from a neighbouring citizen. A second letter from a neighbouring citizen was also received which supported the multi-residential district but expressed concerns about the increase in on-street parking.

**Public Meetings**

No public meetings were held but the applicant did meet with members of the Community Association to discuss the proposal.

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**APPENDIX I**

**APPLICANT'S SUBMISSION**

Calgary, which is one of the major centres of economy of Canada, has been attracting work forces with variety of expertise from other parts of the country. The relocation and move of the work force to Calgary has created a serious housing crisis for our City.

The current population in the Bowness Road Corridor has room for growth. A recent study by the City of Calgary which was presented at the Bowness Association's monthly meeting on June 14, 2014 indicated that population of this corridor was 30% to 40% less than the norm for this type of neighborhoods in Calgary. Thus, increasing the density of the subject properties from R-C2 to M-C1 seems a reasonable good solution to the housing crisis while maintaining the population of the neighborhood within the acceptable norm. Moreover, because the subject properties are just off the main road of Bowness and are located within 100 metres from the transit bus stops, which allows easy access to public transportation reducing the need to the use of private vehicles. Use of the public transportation is especially an important factor for students and elderly. Although the current zoning of the subject properties are R-C2, they are located next to a nursing home at the North, an M-C1 zoned property and the Simon House (Rehabilitation facility) to the East, Bow Bridge Manor to the South, River Bend Village and Multi Residential to the South West. Thus and M-C1 zoning for these properties would not impact the current structure of the neighborhood.



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**APPENDIX II**

**COMMUNITY ASSOCIATION LETTER**

The Planning and Development Committee of the Bowness Community Association has two LOC's requiring comment. LOC 2015-0144 located at 6108 – 33 Ave NW and LOC 2015-0156 at 6119 32 Ave NW both involve a land use amendment from R-C2 to M-C1. AS well, there was an LOC 2014-0106 at 5835 Bowness Road NW requesting a similar change from R-C2 to M-C1.

The community is in agreement that the area is suitable for higher density for a number of reasons:

1. Bow Crest nursing home zoned S-C1 is a 2 storey assisted living facility.
2. Although zoned R-C2 Simons House is a live in treatment facility.
3. Apartment buildings are located to north along Bowness Road zoned as M-C1.
4. Excellent access to green space, bicycle paths and a major transportation corridor.
5. Good transit access along Bowness Road and 33 Avenue.

There are challenges to this site as well. There is no parking along Bowness Road and both 32 Avenue and Bowwood Drive's on street parking is filled both during the day and in the evening. On two separate occasions on weekdays in the am and the pm both streets had no available parking. It was noted that the vacant lot as part of LOC2015-0144 was used for parking. The alley is narrow and power poles located on the east side make driving down the alley a challenge.

The Community Association has received calls from concerned residents about the crossing of Bowness Road at Bow Crescent, at BowwaterRd/32 Ave and also at Bowness Rd and Bowwater Crescent. Traffic particularly along Bowness Road is fast and at peak times volumes are high. Increasing density in the area will add to the volume and create conflict with increased right and left turns onto Bowness Road from future developments.

The old RB Bennett School site has recently been leased by River Valley School and during peak drop off and pick up times the area is very congested. There are school buses that frequent the area as well. Calgary transit route #1 and Route #43 have stops in the vicinity with eventual connections to Crowfoot LRT station and downtown. The route is not a direct one. Small parcels of land that have land use amendment applications presented on a piecemeal basis will create problems if they are not looked at in concert with all proposed development . Traffic, parking, access and amenities need to be incorporated into an overall plan. While we do support higher density in this area (versus creeping density in RC-1 zoning) we would request that these applications be looked at in concert with one another.

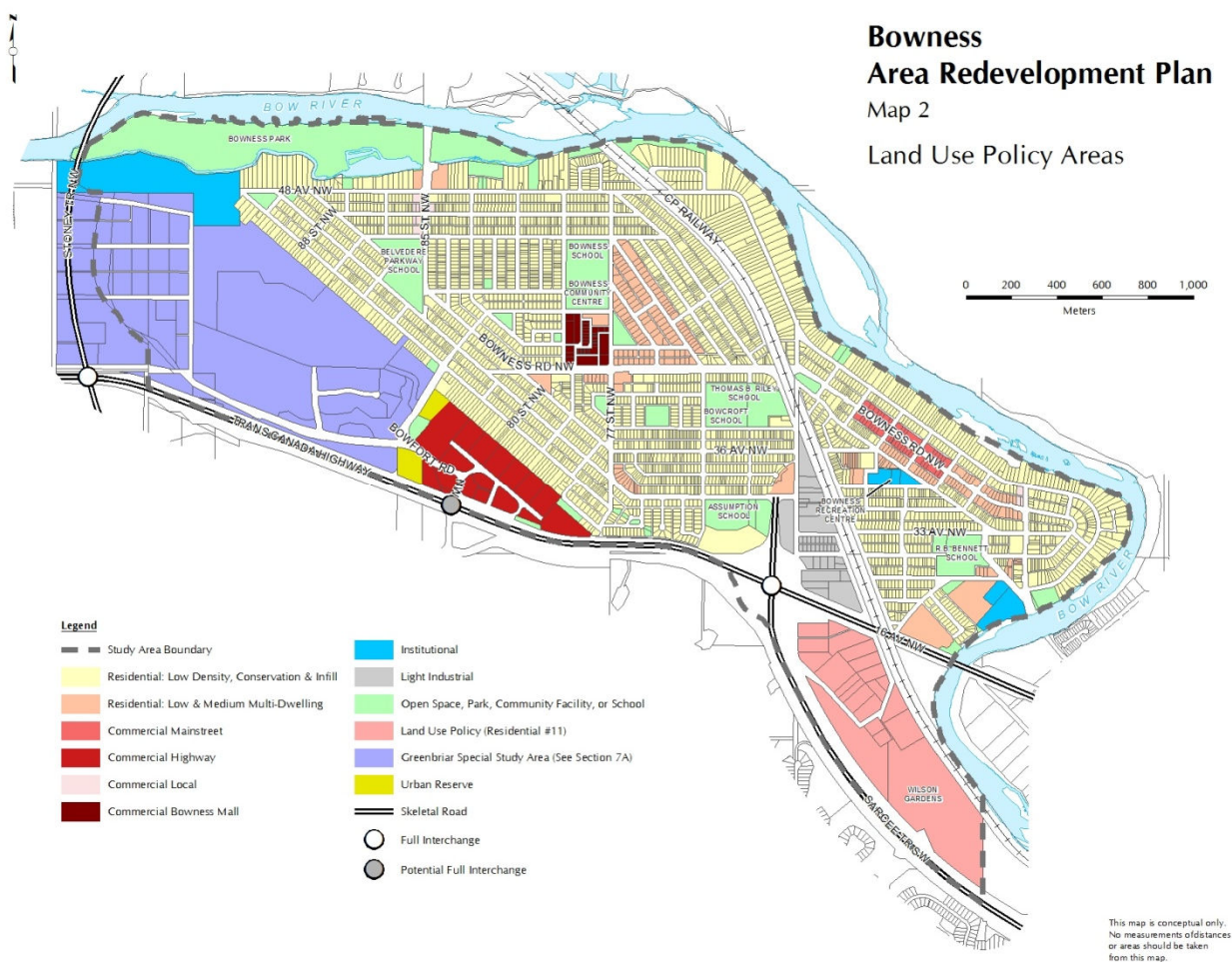
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APPENDIX III

PROPOSED AMENDMENT TO BOWNESS AREA REDEVELOPMENT PLAN

- (a) Delete the existing Map 2 entitled “Land Use Policy Areas” and insert the revised Map 2 entitled “Land Use Policy Areas” as follows:



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**APPENDIX IV**

**LOCATION CRITERIA FOR MULTI-RESIDENTIAL INFILL**

<b>Subject Site</b>	<b>Comments</b>
On a corner parcel.	Corner developments have fewer direct interfaces with low density development.  Corner sites avoid mid-block development that could signal speculation that the entire block is appropriate for redevelopment.
Within 400m of a transit stop	Allows for greater transit use, providing more mobility options for residents of multi-dwelling developments.  Can reduce motor vehicle usage, thereby minimizing vehicle traffic impact on community.
Within 600m of a Primary Transit stop or station	Allows for greater transit use, providing more mobility options for residents of multi-dwelling developments.  Can reduce motor vehicle usage, thereby minimizing vehicle traffic impact on community.
On a collector or higher standard roadway on at least one frontage	Minimizes traffic on local streets
Adjacent to existing or planned non-residential development or multi-dwelling development	Creates an appropriate transition between low density and other more intensive land uses or larger scale buildings
Adjacent to or across from existing or planned open space or park or community centre	Creates an appropriate transition between low density and other land uses
Along or in close proximity to a corridor or activity centre	Creates an appropriate transition between low density and other land uses
Have direct lane access	Improves pedestrian environment for local residents by limiting the creation of multiple or high frequency use driveways across local sidewalks.