

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northwest community of Bowness on the southwest corner of 44 Avenue NW and 69 Street NW. The site is approximately 15 metres wide and 31 metres deep and comprises one residential parcel. The site is approximately 0.08 hectares (0.19 acres) in size and contains a single detached dwelling with a rear garage that has access from 44 Avenue NW.

The surrounding development is characterized by predominantly low-density residential land use districts with single-detached dwellings. Additionally, the site is within 30 metres of the freight railway corridor just north of 69 Street NW.

The site is approximately 450 metres (eight-minute walk) north from the transit-supported Bowness Road NW and approximately 750 metres (13-minute walk) west from the Bowness Community Association (which includes the Bowness Sportsplex, Bowglen Park, and various community programs) and a variety of small scale commercial developments at 43 Avenue NW and 79 Street NW.

## Community Peak Population Table

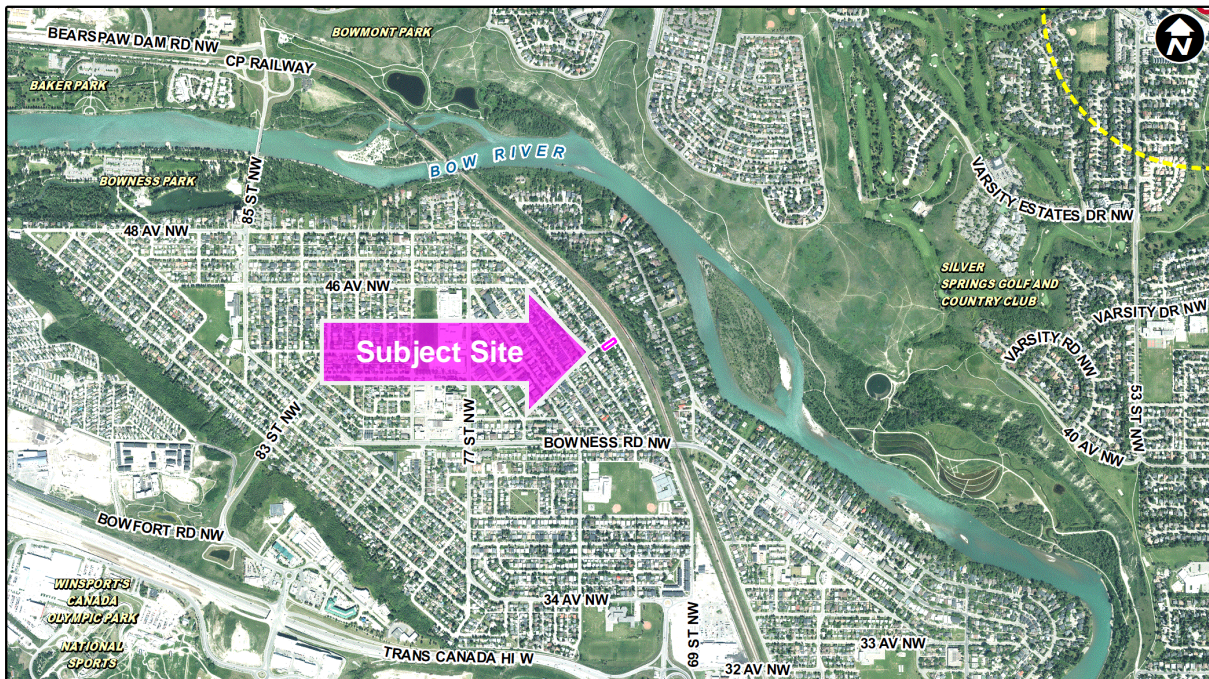
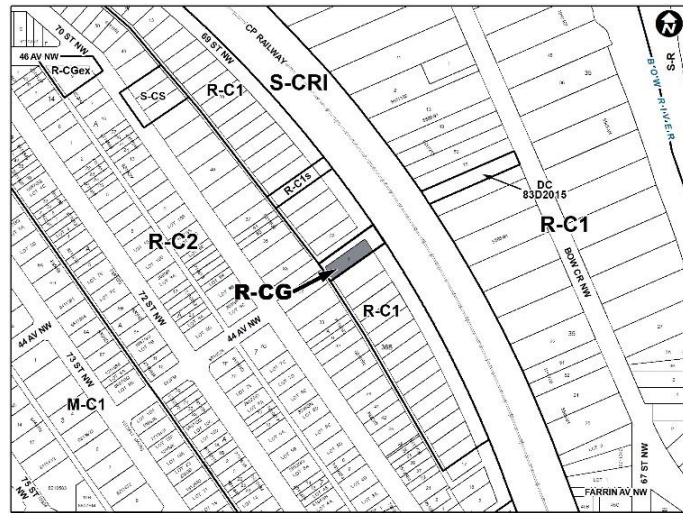
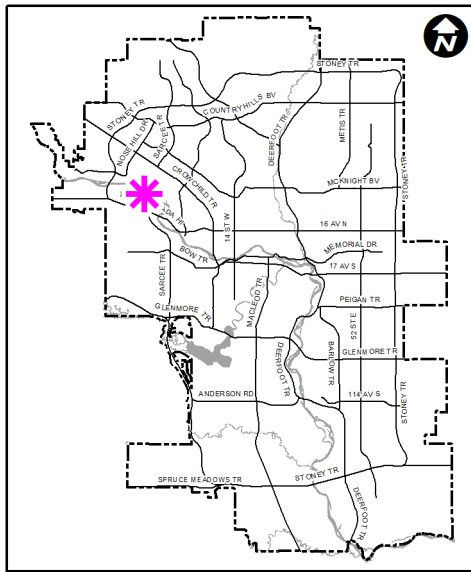
As identified below, the community of Bowness reached its peak population in 1982.

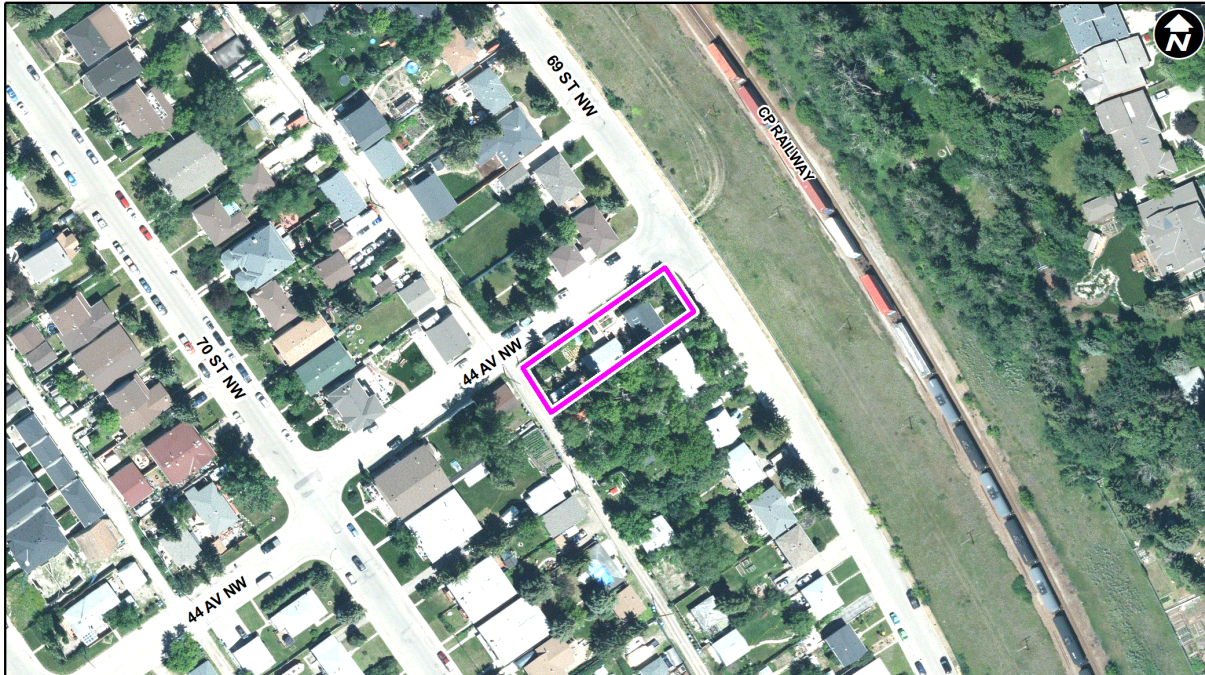
<b>Bowness</b>	
Peak Population Year	1982
Peak Population	13,134
2019 Current Population	11,150
Difference in Population (Number)	- 1,984
Difference in Population (Percent)	-15.11%

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 existing Residential – Contextual One Dwelling (R-C1) District accommodates contextually sensitive development in the form of single detached dwellings. The R-C1 District allows for a maximum height of 10 meters and a maximum density of one dwelling unit. Secondary suites are a discretionary use within the R-C1 District.

The proposed Residential – Grade-Oriented Infill (R-CG) District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, rowhouses and townhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare. Based on the subject site parcel area, this would allow up to five dwelling units.

Secondary suites (one backyard suite or one secondary suite per dwelling unit) are also allowed in the R-CG District, and do not count towards allowable density. The parcel would require 0.5 parking stalls per dwelling unit and per secondary suite.

### Development and Site Design

The rules of the proposed R-CG 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 corner site, additional items that are being considered through the development permit process include, but are not limited to:

- the layout and configuration of units;
- ensuring an engaging built interface along both 44 Avenue NW and 69 Street NW; and
- mitigating shadowing, overlooking, and privacy concerns.

### **Transportation**

The site is located on a corner lot, fronted by 69 Street NW and adjacent to 44 Avenue NW. Both roads are classified as residential streets. Direct pedestrian access is available via an existing sidewalk on 69 Street NW. The parcel is located within the Residential Parking Permit Zone “NN”. There are no existing parking restrictions on 44 Avenue NW or 69 Street NW.

The subject site is well-served by Calgary Transit. Bus stops for Route 1 (Bowness/Forest Lawn) and Route 53 (Greenwood) are located 400 metres (five-minute walk) from the site. Route 1 (Bowness/Forest Lawn) is part of the Primary Transit Network and provides service to Downtown, whereas Route 53 provides service to the Brentwood LRT Station.

69 Street NW is part of the Always Available for All Ages and Abilities (5A) Network and is classified as an ‘Existing On-street Bikeway’. This bikeway connects to the Bow River Pathway system, further connecting to Downtown.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Public water, sanitary and storm mains exist within the adjacent public rights-of-way. Development site servicing will be determined at the development permit stage.

## **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)**

Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP) identifies the subject site as being within the Developed - Inner City Residential Area on Map 1: Urban Structure. The applicable MDP policies encourage redevelopment and modest intensification within inner city communities to make more efficient use of existing infrastructure, public amenities and transit that deliver small and incremental benefits to climate resilience. Such development is intended to occur in a form and nature that respects the scale and character of the neighbourhood context. The proposal is in alignment with the policies of the MDP.

**Calgary Climate Strategy (2022)**

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant intends to provide for a 40% Energy Efficiency and/or GHGs Reductions over 2017 NECB / 2015 NBC using a combination of rooftop PV Solar, high-efficiency construction methods (air sealing, glazing, and insulation), and appropriate HVAC and water heating systems as well as the inclusion of EV Charging receptacles. The proposal would contribute to the Zero Emission Vehicles and Renewable Energy program pathways of the Climate Strategy.

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

The site is subject to the [Bowness Area Redevelopment Plan](#) (ARP) which identifies the site as Residential: Low Density, Conservation & Infill land use classification (Map 2: Land Use Policy Areas). This classification is intended to allow for compatible redevelopment with the intention of maintaining stability in the community and protecting the existing residential character. New developments should be compatible with the scale and form of existing and adjacent homes. The proposed land use amendment is in alignment with the ARP policies.

**Development Next to Freight Rail Corridor Policy (Non-Statutory – 2018)**

The subject site is within 30 metres within the Rail Proximity Envelope (RPE) for New Buildings of the [Development Next to Freight Rail Corridors Policy](#). Appropriate measures to mitigate safety and noise risks must be incorporated into new developments and as outlined in the Implementation Guide. Items and requirements pertaining to safety and noise risks will be considered at the development permit stage.