

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Bowness on the north side of 34 Avenue NW, two parcels west of 73 Street NW. A 2.134 metre public realm setback is required along 34 Avenue to be used for public realm improvements, pedestrian environment and mobility improvements. The site is approximately 0.06 hectares (0.14 acres) and is approximately 15 metres wide by 37 metres deep. The site is currently developed with a single detached dwelling and a detached garage that is accessed from the rear lane.

Surrounding development is characterized by a mix of single and semi-detached dwellings designated as Residential – Contextual One Dwelling (R-C1) District and Residential – Contextual One / Two Dwelling (R-C2) District. Our Lady of the Assumption elementary and junior high school, with its associated playing field is located just southeast of the site, across 34 Avenue NW to the south and 73 Street NW to the east.

The site is located on 34 Avenue NW which serves as a major connection to the Trans-Canada Highway (16 Avenue NW) and Sarcee Trail NW. Transit services are available with bus stops on 34 Avenue NW within 180 metres (a three-minute walk) of the site. The site is within 900 metres (a 15-minute walk) to Bowcroft School and Thomas B. Riley School on the northeast, approximately 750 metres (a 12-minute walk) to Beaupre Park on the north, and approximately 450 metres (an eight-minute walk) to Bow River Shopping Centre on 69 Street NW to the east.

Community Peak Population Table

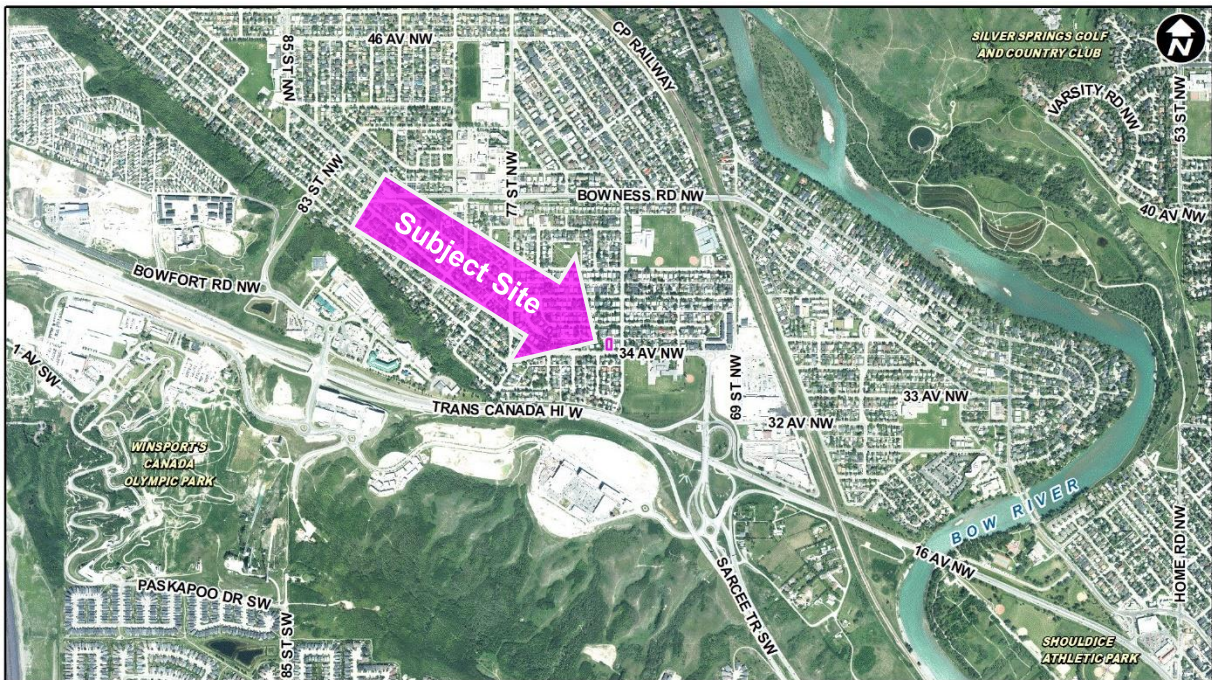
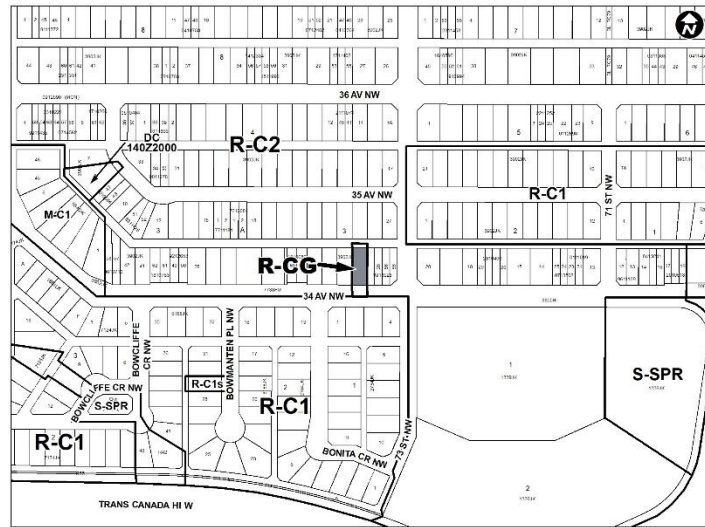
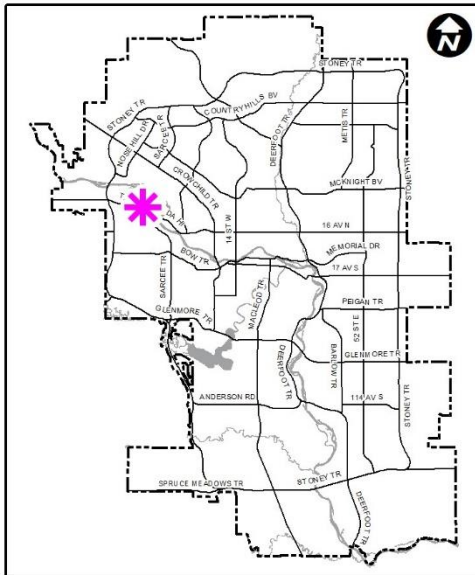
As identified below, the community of Bowness reached its peak population in 1982.

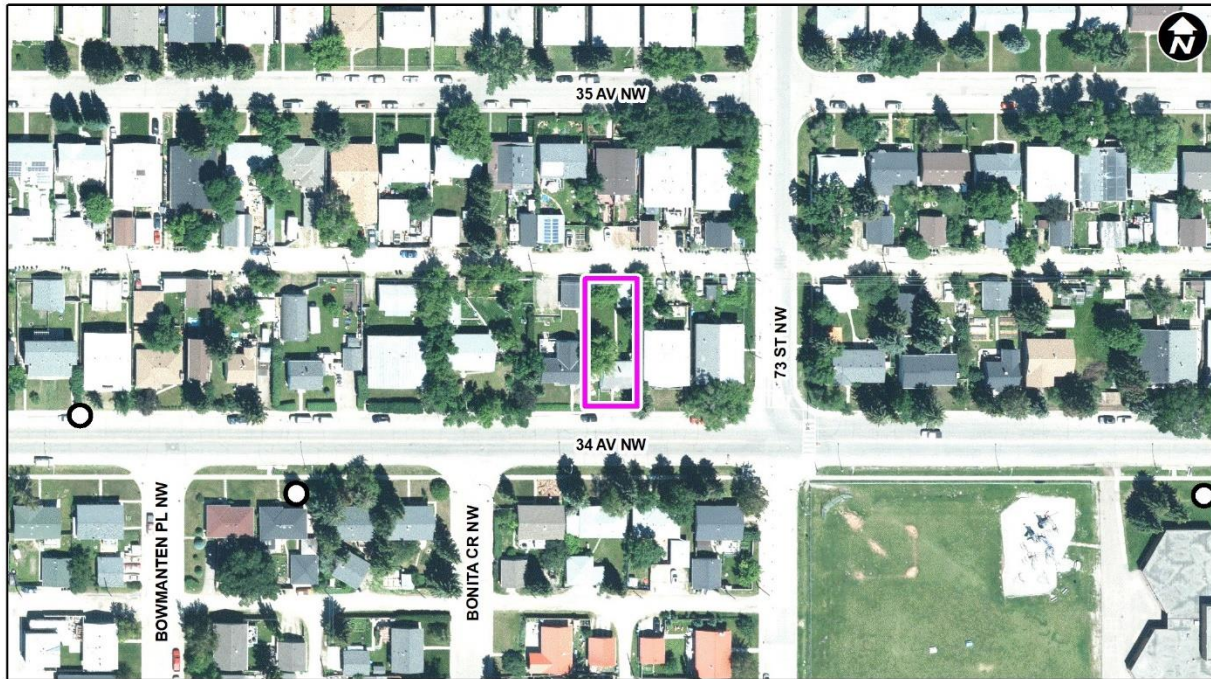
Bowness	
Peak Population Year	1982
Peak Population	13,134
2019 Current Population	11,150
Difference in Population (Number)	-1,984
Difference in Population (Percent)	-15.11%

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 R-C2 District is primarily for single detached, semi-detached, duplex dwellings and secondary suites. The R-C2 District allows for a maximum building height of 10 metres and a maximum of two dwelling units. Secondary suites are permitted uses within the R-C2 District.

The proposed R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. 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 four 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 site, additional items that will be considered through the development permit process include, but are not limited to:

- maintain and improved the quality of the physical environment within the 2.13 metre public realm setback area for public realm improvements along 34 Avenue;
- mitigating shadowing, overlooking and privacy concerns;
- ensuring appropriate amenity space for residents; and
- accommodating appropriate waste and recycling pick-up and storage.

Transportation

Pedestrian access to the site is available from the existing sidewalk on 34 Avenue NW. An existing on-street bikeway is available on 34 Avenue NW and 73 Street NW, providing access to the Always Available for All Ages and Abilities (5A) Network.

Bus stops for Route 40 (Crowfoot Station/North Hill) eastbound and westbound along 34 Avenue NW are within 180 metres (a three-minute walk) to the site. Vehicular access to the site is available from the rear lane.

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

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary and storm sewer are available to service future development of the subject site. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed at the future 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)

The [Municipal Development Plan](#) (MDP) identifies the subject site within the Inner City Area (Map 1: Urban Structure). The MDP recognizes the predominately low density residential nature in this area and encourages moderate intensification in a form and at a scale that respects the character of the neighbourhood to make more efficient use of existing infrastructure, public amenities and transit; and delivers small and incremental benefits to climate resilience. This proposal is in alignment with relevant policies in the MDP.

Calgary Climate Strategy (2022)

This application supports actions identified in the Net Zero Emission Buildings, Zero Emission Vehicles, and Natural Infrastructure sections (Program A, F and K) of the [Calgary Climate](#)

[Strategy – Pathways to 2050](#). Commitments described in the Applicant Submission include LEED GOLD certification, EV charging, solar panel usage, tree retention and permeable pavement and will be implemented at the development permit stage.

Bowness Area Redevelopment Plan (Statutory – 1995)

The [Bowness Area Redevelopment Plan](#) (ARP) identifies the subject site as being part of the Residential: Low Density, Conservation & Infill area on Map 2: Land Use Policy Areas. The ARP seeks to maintain existing low density residential character of this area and supports sensitive infill development. The proposed R-CG District is a low density residential district in Land Use Bylaw 1P2007 and accommodates building forms consistent with existing residential development. This proposal aligns with the ARP policies.