

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Bowness, midblock on Bowwood Drive NW between 63 Street NW and 64 Street NW. The site is approximately 0.29 hectares (0.72 acres) in area, approximately 38 metres deep by 76 metres wide, and is serviced by a rear lane. The site is located one block south of the Bowness Road NW Neighbourhood Main Street area, as defined in the Urban Structure Map of the *Municipal Development Plan* (MDP). There are currently four single detached buildings and two detached garages on the site.

Surrounding development is characterized by a range of commercial uses and residential dwellings. The parcels to the north along Bowness Road NW are a mix of Mixed Use – Active Frontage (MU-2) Districts with floor area ratios (FAR) ranging from 2.5 to 4. Maximum building height for this district is varied from 16 metres to 20 metres. Bowness Road NW has a large parcel designated as Commercial – Corridor 1 (C-COR1f2.0h16), with a FAR of 2.0 and a maximum building height of 16 metres. Parcels immediately adjacent to Bowness Road NW serve as an important commercial corridor for the community. Parcels along Bowwood Drive NW are designated primarily residential districts and the area is defined by a mix of both multi-residential and low density residential districts. To the northwest, southeast and southwest, parcels are designated as Multi-Residential – Contextual Low Profile (M-C1) District, which has resulted in a mix of single, semi-detached and multi-residential development.

Directly south of the subject site is Fire Station No.15 on a parcel designated as Special Purpose – Community Institution (S-CI) District. The Bowness Seniors' Centre, which offers an indoor gathering space for seniors and a park space, and the Irish Cultural Society are located on a parcel designated Special Purpose – Recreation (S-R) District. The site is 40 metres (less than a one-minute walk) from the Bowness Road NW Neighbourhood Main Street, which is an established commercial area with retail, food and drink establishments and medium to low density residential forms. The parcel is approximately 300 metres (a five-minute walk) southwest of the Bow River, and approximately 500 metres (an eight-minute walk) from Thomas B. Riley School (Grades seven through nine) and Foothills United Church.

Community Peak Population Table

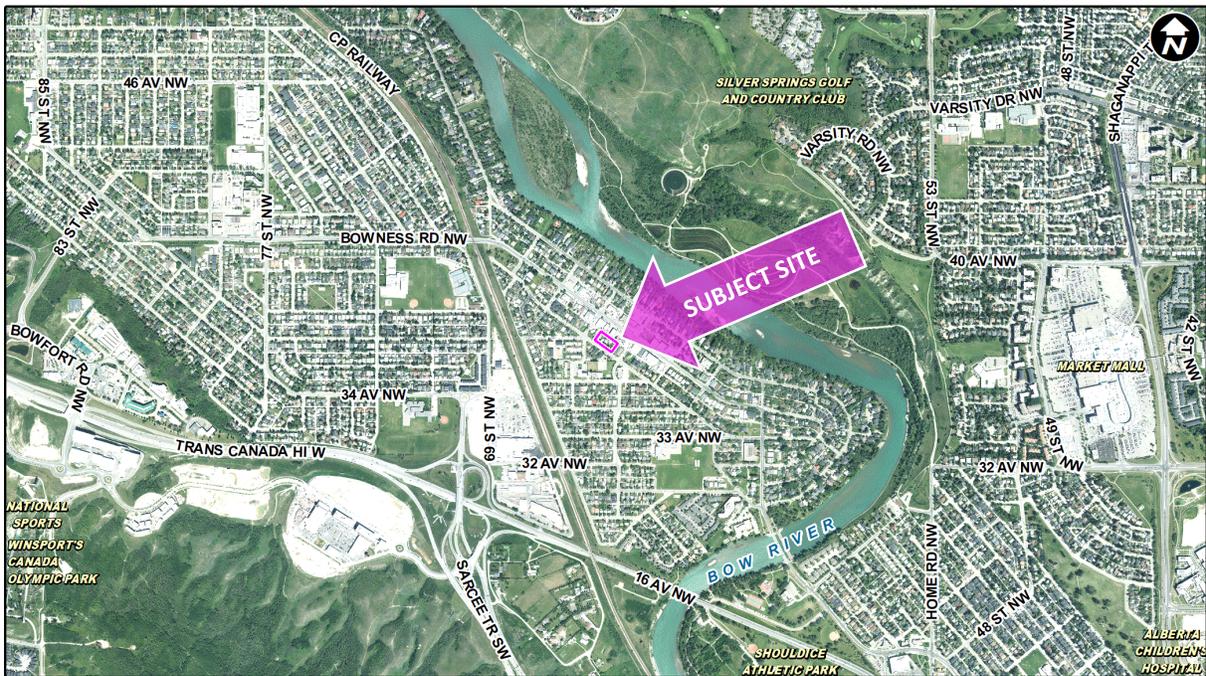
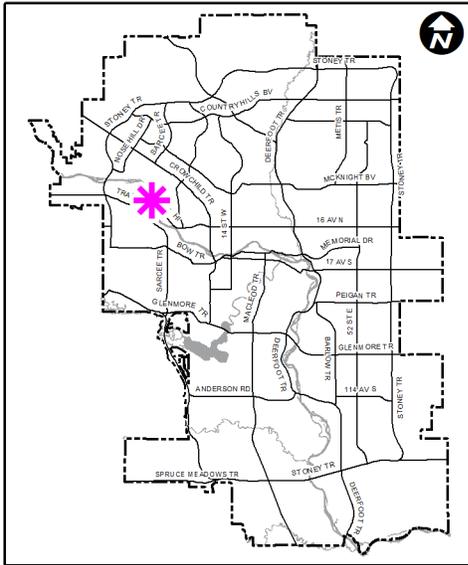
As identified below, the community of Bowness reached its peak population in 1982, and the population has decreased since then.

Bowness	
Peak Population Year	1982
Peak Population	13,134
2019 Current Population	11,150
Difference in Population (Number)	-1,984
Difference in Population (Percent)	-15.1%

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 M-C1 District is intended to provide multi-residential development of low height and medium density. The district allows for a maximum density of 148 units per hectare, along with a parking requirement of 0.625 stalls per dwelling unit or suite. The maximum number of units allowed for these parcels under the M-C1 District would be a total of 42 dwelling units, and a minimum of 27 parking stalls. The district allows for a maximum building height of 14 metres.

The proposed Housing – Grade Oriented (H-GO) District accommodates grade-oriented development in a range of housing forms where the dwelling units may be attached or stacked within a shared building or cluster of buildings in a form and scale that is consistent with low density residential districts. The proposed district provides additional development flexibility in comparison to the existing M-C1 District, as the H-GO District does not have a maximum density. This will result in an increase in the number of dwelling units that can be built at this site, which will support the local commercial and retail development along the Bowness Main Street. The H-GO District also provides rules for:

- a minimum building separation of 6.5 metres between a residential building at the front and a residential building at the rear of the parcel to ensure functional courtyard amenity space;
- a maximum parcel area to floor area ratio (FAR) of 1.5;
- a maximum building height of 12.0 metres; and
- a minimum of 0.5 parking stalls per unit or suite.

If the parcel is not in a location with an approved Local Area Plan (LAP), it must be in the Centre City or Inner City and one of the following location criteria must be met for the site to qualify for redesignation to the H-GO District:

- within 200 metres of a Main Street or Activity Centre as identified on the Urban Structure Map of the MDP;
- within 600 metres of an existing or capital-funded LRT platform;
- within 400 metres of an existing or capital-funded BRT station; or
- within 200 metres of primary transit service.

The subject site is located in the Inner City and is one block south of the Bowness Road NW Neighbourhood Main Street. As such, it meets the criteria to be considered for redesignation to the H-GO District. In addition to meeting the Main Street proximity location criteria, the subject site is also within 200 metres of Primary Transit Network along Bowness Road NW thereby meeting an additional location criteria.

Development and Site Design

If approved by Council, the rules of the proposed H-GO District 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 at the development permit stage include, but are not limited to:

- providing high quality design and building articulation; and
- parking requirements

Transportation

The subject site is located on Bowwood Drive NW, which is classified as a Residential Street. Pedestrian connectivity in the neighborhood is provided through the existing sidewalks on Bowwood Drive NW, 63 Street NW and 64 Street NW. The site is well-served by cycling infrastructure with an existing on-street bikeway along Bowness Road NW.

The proposed development is located within close proximity to the Primary Transit Network on Bowness Road NW. Transit Stops for Route 1 (Bowness/Forest Lawn) and Route 53 (Brentwood Station) are within 120 metres (a two-minute walk). Route 40 (Crowfoot Station/North Hill) is located on 31 Avenue NW, within 550 metres (a nine-minute walk) of the subject site. Vehicular access to the subject site would be provided from the rear lane. On-street parking is available on Bowwood Drive NW with no current parking restrictions.

Environmental Site Considerations

No environmental concerns were noted and no reports were required for this land use.

Utilities and Servicing

Sanitary and water mains are available to service the site via Bowwood Drive NW. Storm is available to service the site via the rear lane. A fire flow letter and sanitary service study will be required for this site and necessary upgrades will be identified through review of the development permit.

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 policy and 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 subject site is located within the Neighbourhood Main Street area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The proposal complies with the MDP which encourages grade-oriented housing as a transition from higher density on the corridor to its lower-density surroundings.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be reviewed during the development approval stages.

Bowness Area Redevelopment Plan (Statutory – 1995)

The [Bowness Area Redevelopment Plan](#) (ARP) indicates that its policies should be implemented in conjunction with The Developed Areas Guidebook (Section 1.1). The ARP identifies the subject site as being part of the 'Neighbourhood – Low Rise' and 'Main Street Developed Areas Guidebook' areas (Map 2: Land Use Policy Areas). The 'Neighbourhood – Low Rise' building block policy in the Developed Areas Guidebook encourages a mix of housing types including but not limited to low-rise multi-residential buildings, secondary and backyard suites, stacked townhouses, townhouses, live-work units, semi-detached dwellings, duplexes, and rowhouses between three to four storeys in height. The range of housing forms that can be accommodated in the H-GO District align with the intent of the policies of the Developed Areas Guidebook and the Bowness ARP and would complement the mix of single detached and semi-detached buildings in the area.