

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Bowness on the southwest corner of 35 Avenue NW and Bowwood Drive NW. The site is approximately 0.07 hectares in size (0.17 acres) and is approximately 19 metres wide by 37 metres deep. The subject site is currently designated Residential – Grade-Oriented Infill (R-CG) District and developed with a single storey single detached dwelling and a detached garage in the rear with vehicle access from 35 Avenue NW.

The surrounding land use context includes low density residential development. Residential – Contextual One / Two Dwelling District (R-C2) is located to the south and R-CG District is directly adjacent east and west. The parcels east of Bowwood Drive NW are designated Multi-Residential – Contextual Low Profile (M-C1) District, which is intended to accommodate multi-residential development of low height and medium density. North of the subject site, west of Bowwood Drive NW, is Fire Station No.15 on a parcel designated as Special Purpose – Community Institution (S-CI). 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 140 metres 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.

Community Peak Population Table

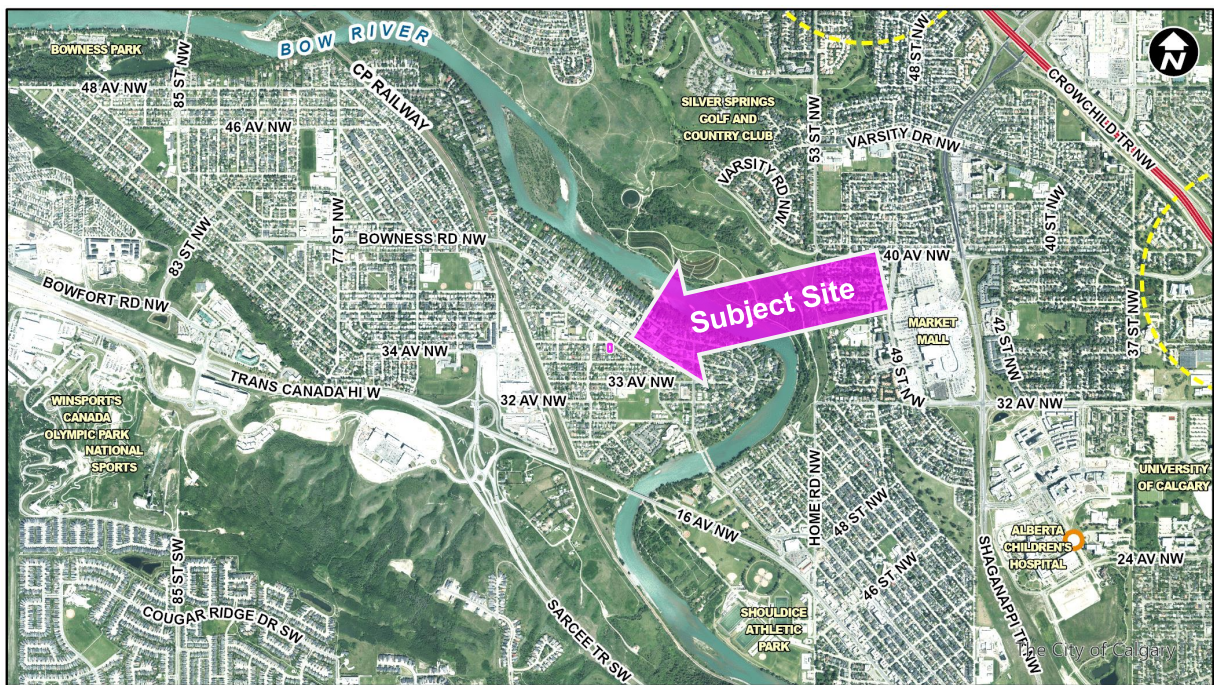
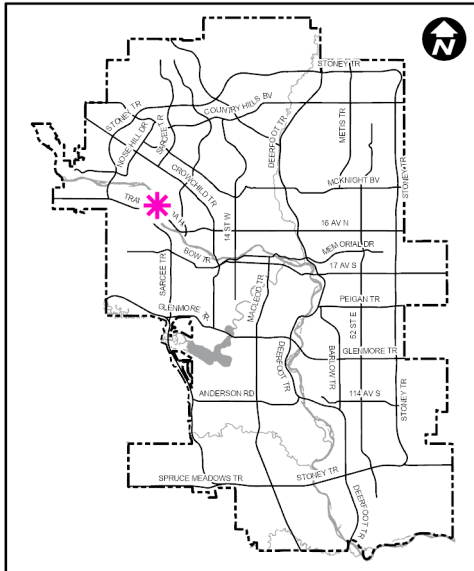
As identified below, the community of Bowness reached its peak population in 1982.

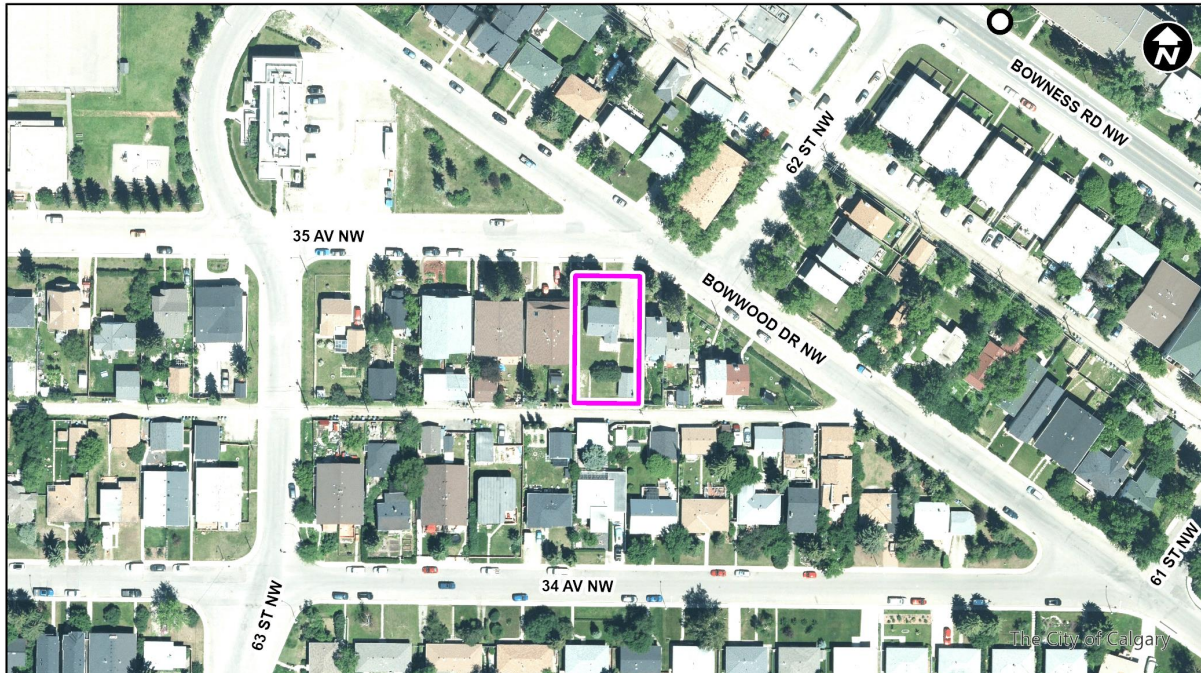
Bowness	
Peak Population Year	1982
Peak Population	13,134
2019 Current Population	11,150
Difference in Population (Number)	- 1,984
Difference in Population (Percent)	- 15.1 %

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 R-CG District accommodates grade-oriented development in the form of rowhouses, townhouses, duplex, semi-detached dwellings and cottage housing clusters. The R-CG District allows for a maximum building height of 11 metres and a maximum of 75 units per hectare, which would allow a maximum of five units. Secondary suites are permitted within the R-CG District.

The proposed Housing – Grade Oriented (H-GO) District is intended to provide an opportunity for dwelling units to be developed in a wide range of housing forms where dwelling units may be attached including rowhouse, townhouse, and stacked townhouse units. The H-GO District offers a balance of compatibility with the adjacent mid-block development while allowing for greater design flexibility.

There is no maximum density requirement in the H-GO District; rather, development scale and intensity are managed through:

- a minimum building separation of 6.5 metres between a residential building at the front and a residential building at the rear of a parcel to ensure functional courtyard amenity space;
- a maximum Floor Area Ratio (FAR) of 1.5 that allows for a total developable area of 1,053 square metres on this parcel;

- a maximum building height of 12.0 metres; and
- a minimum of 0.5 motor vehicle parking stalls per unit and suite.

[Section 1386\(d\) of Land Use Bylaw 1P2007](#) provides location criteria for where the H-GO District may be considered appropriate. In areas which are not subject to an approved Local Area Plan, the H-GO District is intended for sites that are within the Inner City or Centre City as defined by the Urban Structure Map of the *Municipal Development Plan* (MDP) and meets one of four location criteria. This site meets two of the location criteria, including being within 200 metres of a Main Street area (the Neighbourhood Main Street area along Bowness Road NW) and being within 200 metres of the Primary Transit Network (Bowness Road NW is part of the Primary Transit Network).

Development and Site Design

If approved by Council, the rules of the proposed H-GO District would provide guidance for the future development 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 in the development permit review include, but are not limited to:

- ensuring an engaging built interface along 35 Avenue NW;
- architectural features and design;
- the layout and configuration of dwelling units;
- access, parking provision and enabling of mobility options;
- waste collection and impact mitigation;
- mitigation of shadowing, privacy and visual overlooking; and
- appropriate location of landscaping and amenity space.

Transportation

Pedestrian access to the subject site is available from the existing sidewalk along 35 Avenue NW. An on-street bikeway, forming part of the Always Available for All Ages and Abilities (5A) Network, is located 150 metres away (three-minute walk) along Bowness Road NW. Future direct vehicular access to the parcel is expected from the lane.

The site is well served by Calgary Transit with stops for Route 1 (Bowness/Forest Lawn) and Route 53 (Brentwood/Greenwood) located approximately 160 metres (an approximately three-minute walk) along Bowness Road NW. Additionally, bus stops for Route 40 (Crowfoot/North Hill) are located 650 metres away (an approximately 11-minute walk) along 31 Avenue NW.

Bowwood Drive NW and 35 Avenue NW are classified as residential streets. On-street parking is currently unrestricted within proximity to the parcel. The adjacent streets to the subject parcel are not located within an existing Residential Parking Permit zone.

Environmental Site Considerations

There are no known environmental concerns at this time and no reports were required for this application.

Utilities and Servicing

There are existing storm, sanitary and water mains available to the site.

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 [Municipal Development Plan](#) (MDP) identifies this site as part of the Neighbourhood Main Street area on Map 1: Urban Structure. Neighbourhood Main Streets provide the opportunity for levels of intensification of both jobs and population over time. The applicable MDP policies encourage ground-oriented housing, low-scale apartments and mixed-use retail buildings within the Neighborhood Main Street. The proposed policy and land use amendment is in alignment with the MDP policies.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). However, the redesignation of the subject site to enable higher density development in close proximity to transit options may allow for more people to choose a car-reduced or car-free lifestyle, thereby reducing vehicular emissions and contributing to the overall goal of achieving net zero emissions in Calgary by 2050 by accelerating the shift in mode share to zero or low emission modes. Further strategies may be explored and encouraged at subsequent development approval stages.

Bowness Area Redevelopment Plan (Statutory – 1995)

The [Bowness Area Redevelopment Plan](#) (ARP) indicates that its policies should be read in conjunction with the Developed Area Guidebook (Section 1.1). The ARP identifies the subject site as being part of the 'Neighbourhood Limited' and 'Main Street Developed Area Guidebook' areas (Map 2: Land Use Policy Areas). The Developed Area Guidebook building block of 'Neighbourhood Limited' directs development to allow for existing low density residential housing complemented by sensitive infill housing of similar scale. Moderate intensification in this area is required to respect the existing character and more intensive redevelopment will occur in strategic locations such as a Main Street area. The 'Neighbourhood Limited' building block policy in the Developed Area Guidebook encourages a mixture of housing up to three storeys including single detached, accessory units, row-houses, duplexes and semi-detached dwellings.

A policy amendment is required to support the proposed land use amendment from 'Neighbourhood Limited' to 'Neighbourhood Low-Rise.' The 'Neighbourhood Low-Rise' building block can act as a transition or could be used to increase density in an area that can accommodate low-rise buildings. This building block policy 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 row houses between three to four storeys in height.