

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northwest community of Bowness along 32 Avenue NW and east of 69 Street NW. The parcel has an irregular shape and is approximately 0.24 hectares (0.59 acres). It is currently occupied by a parking lot and two shipping containers and used by the adjacent auto service use. Vehicular access to the parcel is from the laneway to the south and through the auto service use.

The proposal includes the closure of a 0.06-hectare (0.15 acre) portion of 69 Street NW, south of 32 Avenue NW. Together, the road closure portion and the subject parcel total an area of 0.30 hectares (0.74 acres) that are proposed to be redesignated.

The closed road and the subject parcel are to be consolidated. This would result in the expansion of the auto service use and would not disrupt the planned public pathway along 32 Avenue NW. Administration and the applicant agreed to dedicate a 3.0 metre boulevard from the east of the curb along 69 Street NW to the public to accommodate the alignment of the Always Available for All Ages & Abilities (5A) Network, and to ensure continued public access.

Surrounding developments include commercial uses to the north, including the supermarket directly across the street from the subject site designated as Direct Control (DC) District Bylaw [250D2019](#). To the east and south are light industrial uses which include a hardware store on the south side of the adjacent lane, designated as DC District Bylaw [97Z2006](#). 69 Street NW is directly adjacent to the west and within driving proximity of the ring-road interchange at Sarcee Trail and the Trans-Canada Highway to the west.

Access to transit is provided by bus Route 40 (Crowfoot Station/North Hill) that runs eastbound and westbound on 32 Avenue NW with a bus stop directly in front of the subject parcel (less than a minute walk). This transit option provides connection to various destinations across the City.

## 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)	- 15.1%

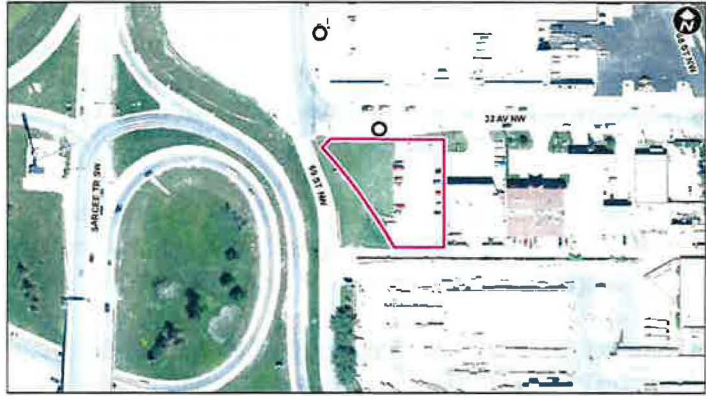
Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Bowness Community Profile](#).

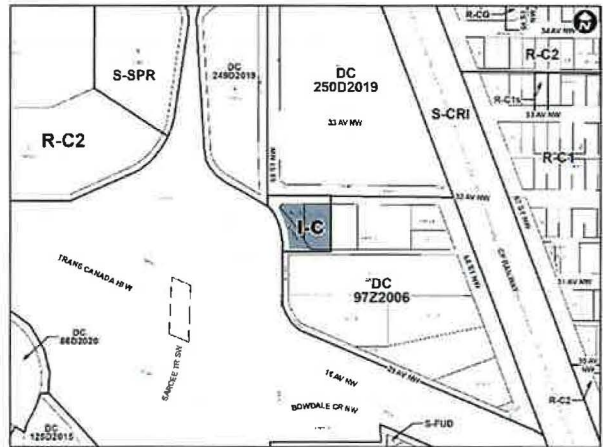
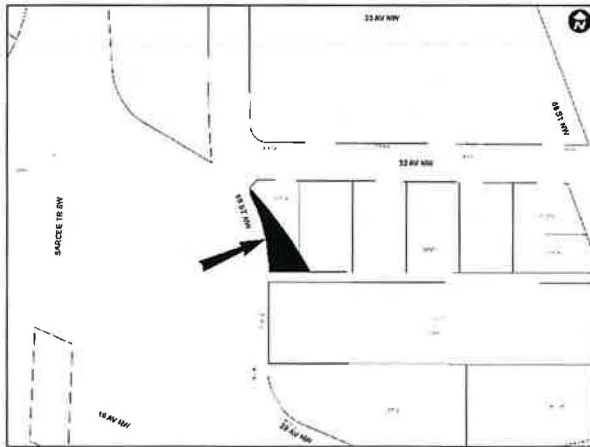
# Location Maps



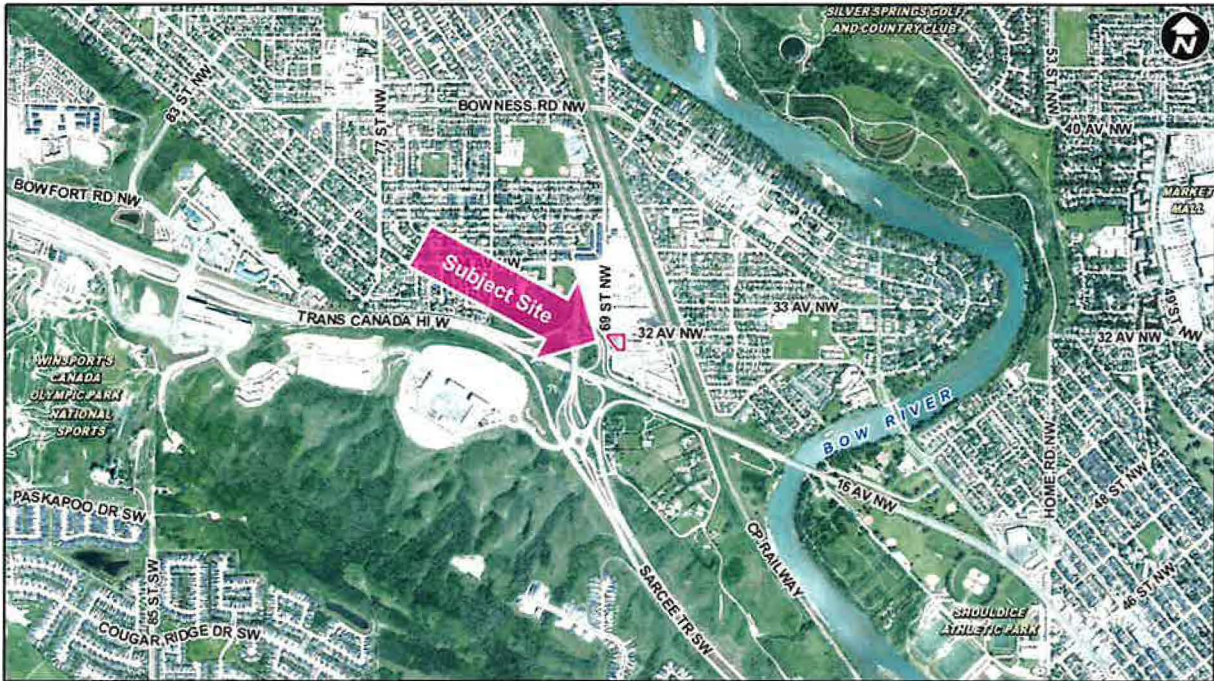
Road Closure Map



Proposed Land Use Map



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## Previous Council Direction

None.

## Planning Evaluation

### Road Closure

This proposal includes the closure of the approximately 0.06 hectares (0.15 acres) portion of 69 Street NW south of 32 Avenue NW. The closed portion of the road would then be consolidated with 6939 – 32 Avenue NW. The road closure portion is surplus land and not needed by The City.

### Land Use

The existing DC District is based on the I-2 General Light Industrial District defined by [Land Use Bylaw 2P80](#). This District is intended to accommodate a wide range of general light industrial and associated uses which are compatible with each other and do not adversely affect surrounding non-industrial land uses, with additional discretionary uses of medical clinics, personal service business and retail stores. This DC District allows for a maximum building height of 12.0 metres and a maximum building floor area ratio of 1.0.

The proposed Industrial – Commercial (I-C) District primary accommodates light industrial uses and small-scale commercial uses that are compatible with and complement light industrial uses. The proposed I-C District also allows for a maximum building height of 12.0 metres and a maximum building floor area ratio of 1.0. This would allow the subject site to be consolidated

with the adjacent property given the similarity that exists between land use districts. The listed uses in both the proposed and the existing land use districts consist of a blend of light industrial and non-industrial or commercial uses.

### **Development and Site Design**

If this redesignation is approved by Council, the rules of the proposed I-C District would provide guidance for any future development on the site including appropriate uses, building configuration, parcel coverage, building massing and height, landscaping, waste management and parking.

### **Transportation**

The parcel at 6939 – 32 Avenue NW has direct vehicular access from the lane. **A secondary vehicular access currently exists from the east adjacent parcel via 32 Avenue NW.**

The area is served by Route 40 (Crowfoot Station/North Hill) with a bus stop directly in front of the subject parcel on 32 Avenue NW.

A future public pathway runs along the west of the site that will connect to other bikeways and trails within the Bowness Community. A 3.0 metre boulevard outside of the proposed road closure portion is recommended on 69 Street NW and forms part of the 5A Network.

A Transportation Impact Assessment was not required as part of the application.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

The proposed road closure area does not contain any shallow or deep utilities which would need to be protected in a utility right of way.

## **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 as within the 'Inner City Developed Residential Area'. The proposal generally aligns with the applicable MDP policies which support the maintenance and expansion, where warranted by increased population, local commercial development that provides retail and service uses in close proximity to residents.

**Calgary Climate Strategy (2022)**

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#).

**Bowness Area Redevelopment Plan (Statutory – 2009)**

The site is subject to the [Bowness Area Redevelopment Plan](#) (ARP) which identifies the site as 'Light Industrial' land use classification (Map 2: Land Use Policy Areas). This land use classification encourages a range of low-impact industrial and commercial uses which are compatible with each other and do not adversely affect the residential uses, particularly the residential areas planned to the north of 32 Avenue NW.

The proposed land use amendment is in alignment with the applicable polices of the ARP.