

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Bowness. The site is approximately 0.06 hectares ± (0.14 acres) in size and is approximately 15 metres wide by 37 metres deep. The site is currently developed with a single detached dwelling and a rear detached garage.

Surrounding development is characterized primarily by single detached and semi-detached dwellings on parcels designated as Residential – Contextual One Dwelling (R-C1) District to the north, east, west and south. There is Residential – Contextual One/ Two Dwelling (R-C2) District one block over to the north of the subject parcel and railway line running approximately 100 metres (a one-minute walk) to the west of the parcel block bounded by 67 Street NW.

The site is approximately 500 metres (an eight-minute walk) from Bowness Road NW on the north. This road is categorized as a Neighbourhood Main Street in the *Municipal Development Plan* (MDP) Map 3 – Road and Street Network, which provides direct connections between multiple communities and connectivity to various amenities and destinations.

Community Peak Population Table

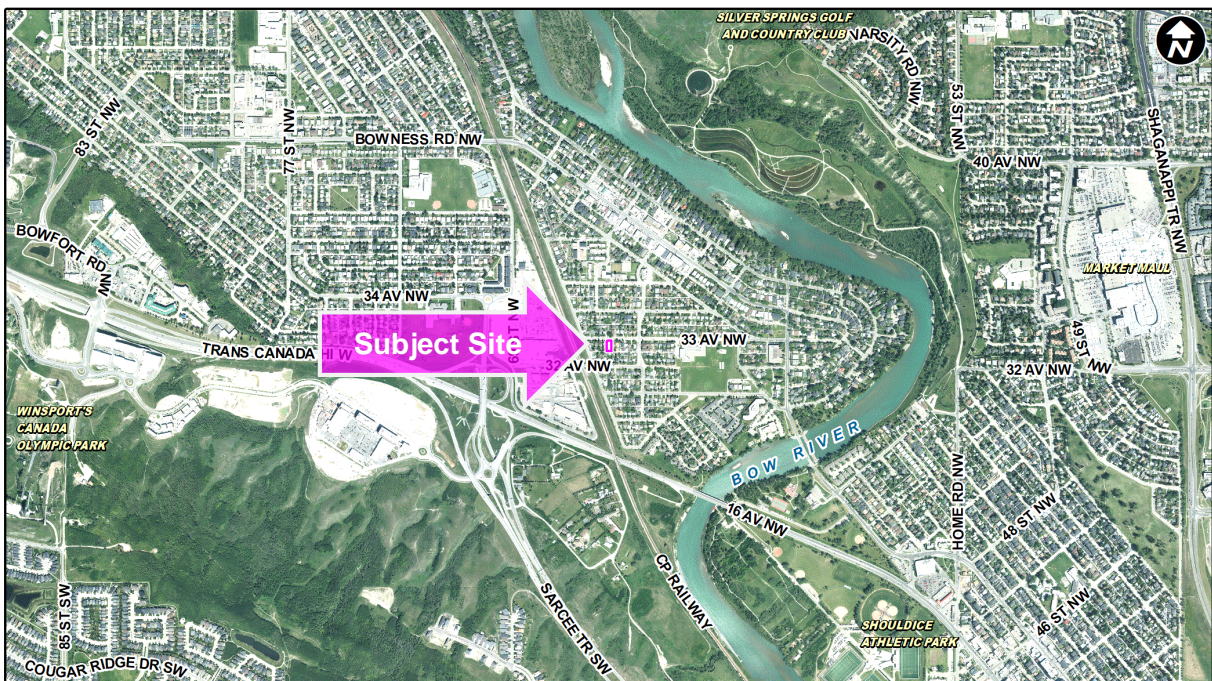
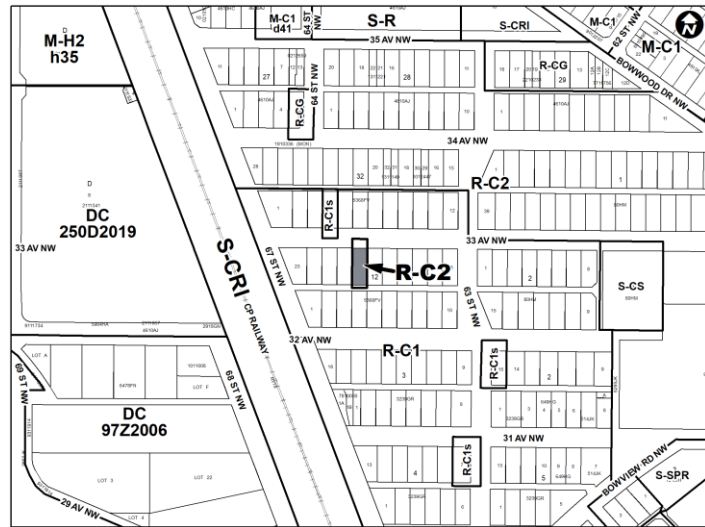
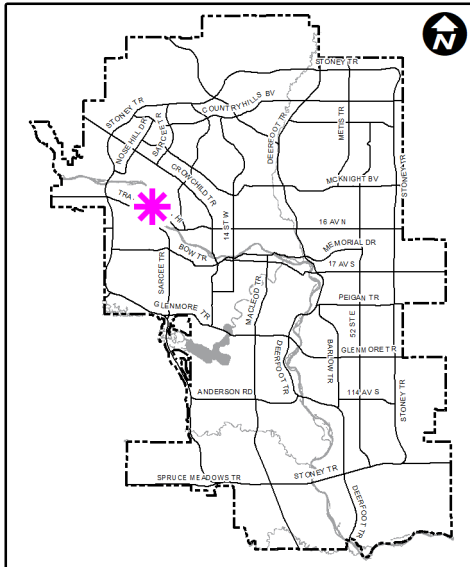
As identified below, the community of Bowness reached its peak population in 1982.

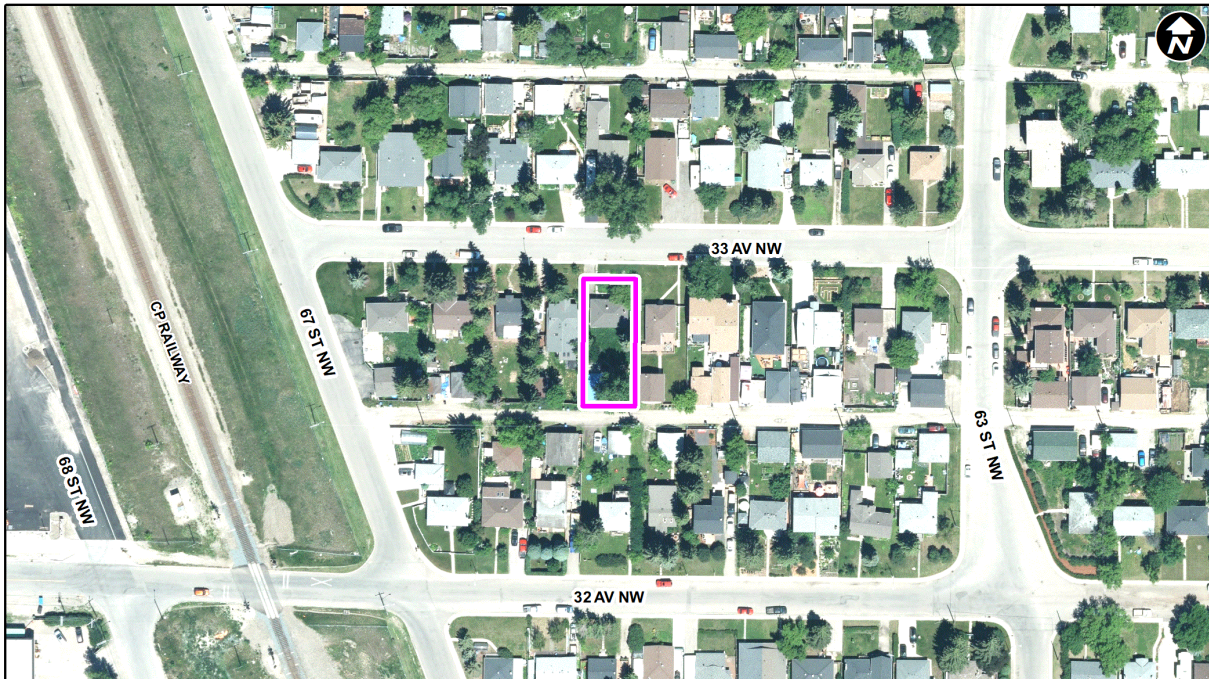
Bowness	
Peak Population Year	1982
Peak Population	13,134
2019 Current Population	11,150
Difference in Population (Number)	-1,984
Difference in Population (Percent)	-15.11%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-C1 District is intended to accommodate existing residential development and contextually sensitive redevelopment in the form of single detached dwellings, which may include secondary suites, in the developed area. The R-C1 District allows for a maximum building height of 10 metres and a maximum of one main residential building on the parcel. The minimum parcel width is 12 metres.

In addition to the allowable uses in the R-C1 District, the proposed Residential – Contextual One / Two Dwelling (R-C2) District would allow for the additional uses of semi-detached and duplex dwellings. The R-C2 District allows for a maximum height of 10 metres. Based on the parcel width requirement, the subject site could accommodate two single detached dwellings through a subdivision or one semi-detached or duplex dwelling.

Secondary suites (one backyard suite or one secondary suite per dwelling unit) are allowed in the R-C2 District and do not count towards allowable density.

Development and Site Design

The rules of the proposed R-C2 District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking.

Transportation

Pedestrian access to the subject site is available from existing sidewalks along 33 Avenue NW. An existing on-street bikeway is available on 32 Avenue NW, providing access to the Always Available for All Ages and Abilities (5A) Network within 300 metres (a five-minute walk) from the parcel. The subject parcel is approximately 450 metres (a seven-minute walk) to the eastbound transit bus stop, Route 40 (Crowfoot Station/North Hill), along 32 Avenue NW and 69 Street NW.

On-street parking is not restricted along 33 Avenue NW, which is classified as a residential street. Upon future redevelopment, all vehicular access to the site shall be from the rear lane only. No direct vehicular access to 33 Avenue NW will be permitted.

A Transportation Impact Assessment or parking study was not required as part of this application. No concurrent development permit has been submitted for review.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

All necessary services including water and sanitary mains are available to this site. Site servicing will be reviewed 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)

The subject parcel is located within the Developed Residential – Inner City area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit which delivers small and incremental benefits to climate resilience. The proposed 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](#). Further opportunities to align development on the site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Bowness Area Redevelopment Plan (Statuary – 2019)

The [Bowness Area Redevelopment Plan](#) (ARP) identifies the subject site as being part of the Residential: Low Density, Conservation & Infill area (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 to protect 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.