

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northwest community of Bowness and is a corner lot fronting onto 34 Avenue NW and 73 Street NW. The parcel is 0.08 hectares ± in size (0.21 acres ±) and is approximately 23 metres wide by 37 metres deep. The parcel is currently developed with a single detached dwelling and detached garage with rear lane access from 73 Street NW.

Surrounding development is characterized primarily by low density residential development designated as Residential – Contextual One Dwelling (R-C1) District and Residential – Contextual One / Two Dwelling (R-C2) District. Several parcels located east of the site are designated as Direct Control (DC) District and school parcels directly south of the site are designated as Special Purpose – School, Park and Community Reserve (S-SPR) District.

The site is ideally located near community amenities, parks, schools and commercial areas. The Our Lady of the Assumption Elementary and Junior High School is directly south of the site. While the Bowcroft Elementary School and Thomas B. Riley Junior High School are located 400 metres (a seven-minute walk) north of the site. There is a commercial area located approximately 750 metres (a 13-minute walk) to the east, including a large-scale grocer.

## Community Peak Population Table

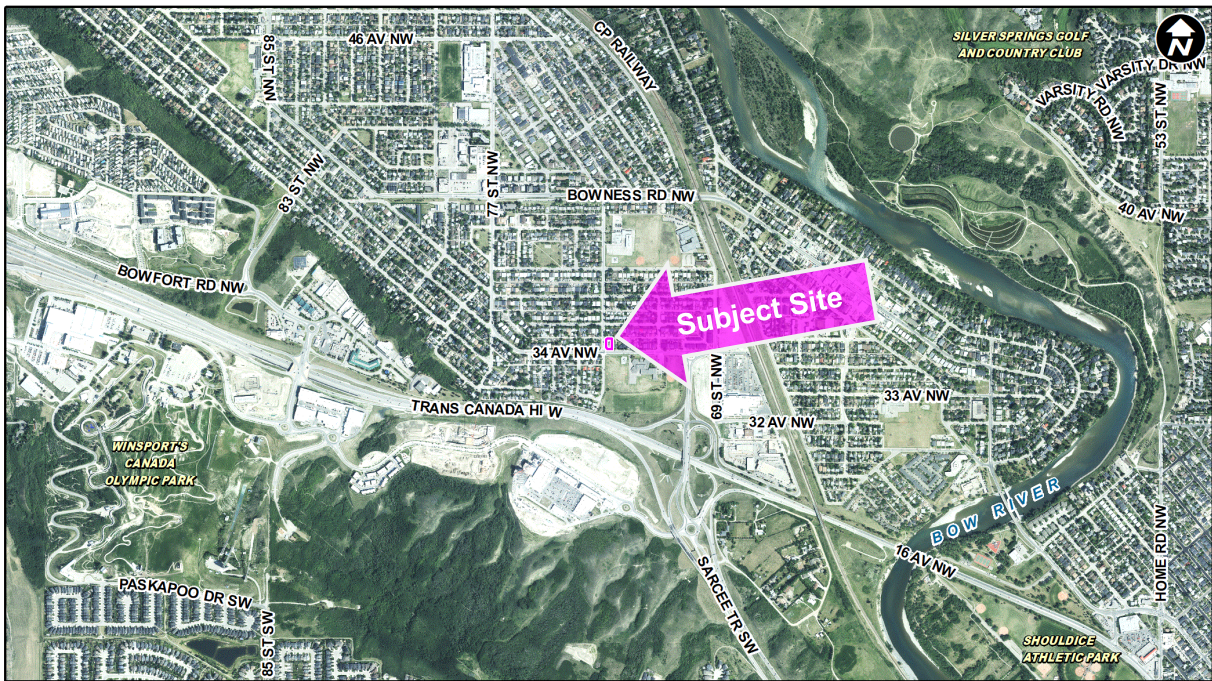
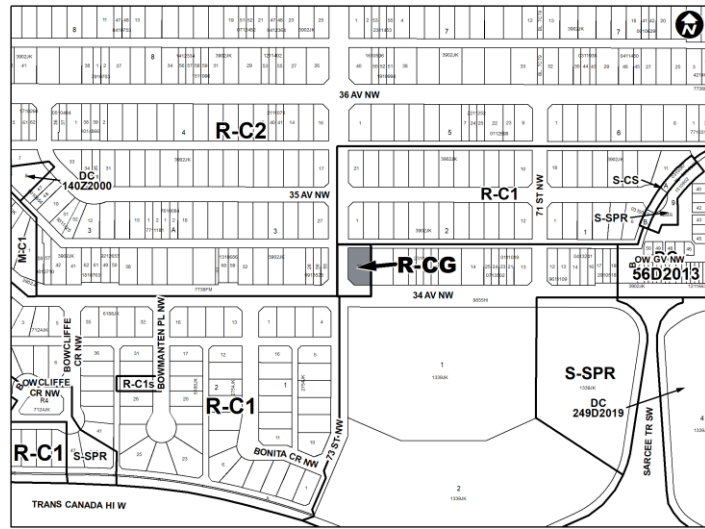
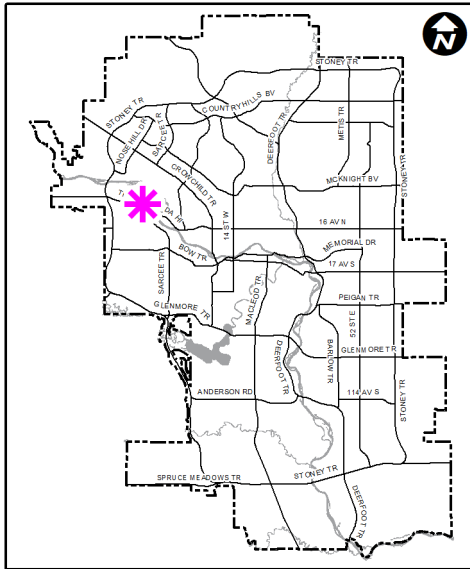
As identified below, the community of Bowness reached its peak population in 1982.

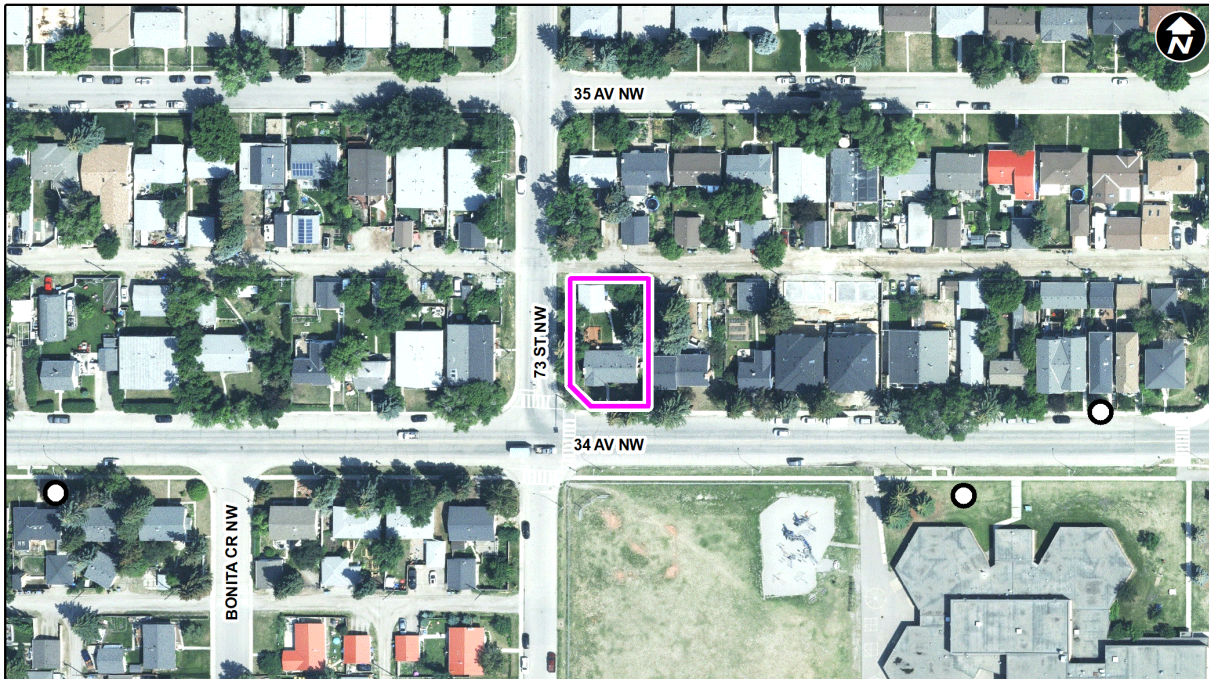
<b>Bowness</b>	
Peak Population Year	1982
Peak Population	13,134
2019 Current Population	11,150
Difference in Population (Number)	-1,984
Difference in Population (Percent)	-15.1%

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





## Previous Council Direction

On 2024 May 14, City Council approved Bylaw 21P2024 to redesignate multiple parcels city-wide, which will take effect on 2024 August 6. The subject site is included in the bylaw and will be redesignated to the Residential – Grade-Oriented Infill (R-CG) District. The applicant has elected to proceed with this application for a decision at the July 16 Public Hearing in advance of 21P2024 taking effect on August 6.

## 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 a permitted use 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 area, this would allow for up to six dwelling units.

Secondary suites (one backyard suite or secondary suite per dwelling unit) area also allowed in the R-CG District, and do not count towards the allowable density. The parcel would require 0.5 parking stalls per dwelling unit and secondary suite.

### Development and Site Design

The rules of the proposed R-CG District would provide guidance for a future redevelopment of the site including appropriate uses, building height and massing, landscaping, parcel coverage

and parking. Items that would be considered through the development permit review process include but are not limited to:

- ensuring an engaging built interface along public frontages;
- exploring implementation of climate resilience measures as stated in the Applicant Submission;
- mitigating shadowing, privacy and visual overlooking concerns; and
- locating landscaping and amenity spaces appropriately.

### **Transportation**

An existing on-street bikeway is available on 34 Avenue NW as part of the Always Available for All Ages and Abilities (5A) Network and is available along the south frontage of the site.

The nearest available transit stop is Route 40 (Crowfoot Station/North Hill) located along 34 Avenue NW and is approximately 150 metres (a three-minute walk) east of the site.

At the time of the development permit, vehicle parking is to be located on-site with access from the lane. On-street parking is not permitted along 34 Avenue NW.

A Transportation Impact Assessment (TIA) was not required as part of this application.

### **Environmental Site Considerations**

No environmental concerns have been identified.

### **Utilities and Servicing**

Water, sanitary sewer and storm sewer mains are available to service the subject site. Details of site servicing, as well as appropriate stormwater management, will be considered and reviewed as part of a development permit review 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 within inner city communities to make more efficient use of existing infrastructure, public amenities and transit that deliver small and incremental benefits to climate resilience. The development is intended to occur in a form and nature that respects the scale and character of the neighbourhood context. The proposal is in alignment with the policies of the MDP.

**Calgary Climate Strategy (2022)**

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) program and actions. The applicant has committed to seeking LEED Gold Certification and measures such as green roofs and walls, permeable pavement and EV charging and solar roof panels as part of the future development permit application. This supports Program D: Renewable Energy and Program F: Zero Emission Vehicles of the *Climate Strategy*.

**Bowness Area Redevelopment Plan (Statutory – 2019)**

The site is subject to the [Bowness Area Redevelopment Plan](#) (ARP) which identifies the site as Residential: Low Density, Conservation & Infill as per Map 2: Land Use Policy Area. This classification is intended to allow for compatible redevelopment with the intention of maintaining stability in the community and protecting 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.