

To: The City of Calgary - Council Hearing on June 4th 2024

Re: LOC2023-0349, 6307 35 AVE NW.

We the impacted neighbourhood residents are strongly opposing the proposed land use change. The new R-CG rezoning already allows for an approximate 8 fold increase in density than what currently exists at 6307 35 Ave NW. Therefore we object to the H-GO change for the following reasons:

1. **Contextual Differences** to what exists. R-CG's new build form already violates the majority of the Goals and Residential Land Use guidelines in the Bowness ARP (2021 amended).
2. **Loss of mature trees and tree canopy.** There are currently two beautiful pine trees at the front of this property which need to be preserved because they provide rest in a bird migration path.
3. **Safety - Dangerous intersection** This property is not situated on a corner but at mid block at an unconventional intersection where Bowwood Dr. bends to intersect with 35 Ave. Adjacent lots to the East are on angled parcels with staggered setback dwellings. Increasing building height and breadth, parking will cause reduced line of sight around this perilous intersection further increasing the chance of serious accidents.
4. **Shadowing** issues will impact the neighbours, it will further reduce their enjoyment of their property, it will reduce natural heating efficiencies and the returns from **solar energy panels** that some neighbours have installed.
5. **No space for children to play!** H-GO is not designed for families.
6. **Below grade self contained suites** will be within the Province's larger flood risk area and could be refused insurance and mortgages. They should be avoided.
7. **Parking** minimums are already too low and the proposed additional density for H-GO zoning will further increase the on street parking needs.
8. **Fire Hall 15** and City hazardous materials drop-off is in the immediate proximity. Parking and traffic will increase could interfere with emergency response times.
9. **H-GO is not designed for seniors.** Single stair exit and window wells that may freeze in winter, are a safety hazard in an emergency, especially for seniors.

In ignoring the strategic policy direction of the Bowness ARP, this proposed land use change will result in the marginalization of residents. Decision making of this nature will result in degrading the well-being and resilience of citizens of Bowness in the future. H-GO's design requirements are not in alignment of Bowness' legislative identity. Design elements such as increased density, height and massing including the strain on infrastructure services and amenities disregards the City's stated aim to make densification contextually sensitive, exemplifying the continued ignorance towards residents and other relevant policy.

#	NAME	ADDRESS	CONTACT
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Bowness Area Redevelopment Plan

1. Preface

1.1 What is an Area Redevelopment Plan?

Policy of Land Use & Development Guidelines

Require to be read in conjunction with:

The Municipal Government Act (MGA)

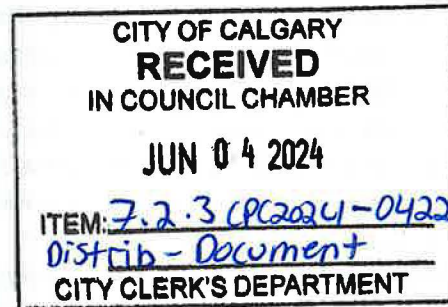
Development Areas Guidebook

Calgary Transportation Plan (CTP)

Other City Policy

1.5 Summary of Policies

1. Environmental
2. Heritage Conservation
3. Transportation
4. Residential Land Use - "low density family oriented community." "increased maintenance of properties"
5. Commercial Land Use
6. Industrial Land Use
7. Open Space & Recreation – "recognize and maintain the natural attributes of Bowness"



2.2 Vision Statement

To ensure all existing and new development contributes to the enhancement of Bowness as a unique community with its own small town history and spirit.

2 Goals

2.3 Goals

- a. ... "in a manner that is sensitive to the goals and objectives of the Bowness community."
- b. ... "in keeping with the small town atmosphere of the community."
- c. ... "move regional traffic onto existing and future major transportation corridors."
- d. "Provide residents of Bowness with the skills, methods and opportunities to actively and effectively participate in the development of their community"
- e. "Ensure adequate public consultation occurs whenever changes or impacts within the community are contemplated."
- f. "Ensure all forms of environmental maintenance and enhancement are used in a manner that protects and preserves the natural attributes of the community."
- g. "Ensure all natural areas are used in a manner that embraces their natural beauty and ecological benefits."
- h. "Work towards creating more self-sufficiency within the community in terms of employment, services, and shopping."
- i. "Retain and enhance the low-density residential character of Bowness."

j. **“Encourage rehabilitation and renovation of existing structures wherever feasible.”**

2 Environmental Policies

3.1 Context

... **“greater public demand for a better quality of life, a better quality environment, and renewed interest in our ecological and cultural heritage.”**

... **“the ARP identifies areas of environmental concern, encourages compliance with acceptable environmental practices, and requires that environmental reviews or mitigative measures be undertaken to address problem areas, such as the redevelopment of contaminated sites or damage to natural areas.”**

3.2 Objectives

- 1. Address and integrate environmental and potential contamination issues as part of the land use and development approval process.**
- 2. Identify environmental constraints affecting the community.**
- 3. Maintain and enhance the distinctive character of the riverine environment and its associated landscape.**

3.3 Policies

1. Major natural areas, including the banks of the Bow River and adjacent escarpments within the community should be protected, rehabilitated or reestablished to support the natural landscape and ecosystem. When such areas are affected by the construction of public facilities and utilities (for example, a new stormwater outfall to the Bow River), roadways, or other related activities (including maintenance and dredging), environmental damage should be minimized through appropriate mitigative measures, to the satisfaction of the Approving Authority. Mitigative measures employed must be environmentally sensitive and as aesthetically pleasing as possible with regard to materials and techniques used.
- 2. Potential ground or groundwater contamination, from past industrial, service station or other commercial uses, should be assessed** where potential problems have been identified or are suspected.
3. The owners of privately held land (Map 3) that has been identified as natural habitats in the Calgary Parks & Recreation Natural Areas Management Plan, the Calgary River Valleys Plan or the Urban Parks Master Plan should be encouraged to preserve and protect those lands. Publicly owned lands that are disturbed should be rehabilitated. Management of the City owned land should follow the guidelines of the Natural Areas Management Plan.
4. Any new development or redevelopment adjacent to an existing escarpment (for example, development above the 33 Avenue escarpment) should provide the 60 foot (18 metre) development setback from the top of the escarpment, or a slope stability setback line as determined by a qualified engineering consultant and approved by the City, whichever

setback is greater. The setback area should apply to parking areas as well as buildings. Appropriate measures should be employed by the applicant to prevent erosion or seepage impacts on slope stability, to the satisfaction of the Approving Authority.

4 Heritage Conservation

4.1 Context

There is currently one site in Bowness designated under the Alberta Historical Resources Act. In addition, there are eight potential heritage sites considered to be of municipal interest.

4.2 Objectives

- 1. Identify and preserve historically significant resources**, such as the Shouldice Bridge and associated landscapes, as well as the Provincial Historic Resource, the Wood's Douglas Fir Tree Sanctuary.
- 2. Encourage the conservation of the community's heritage resources, including natural and man-made landscapes, through sensitive renovation and adaptive re-use.**

4.3 Policies

- 1. Calgary Heritage Authority should encourage the conservation of significant heritage resources in the community.**
- 2. Potential heritage structures should be renovated in a manner consistent with the original character.**
- 3. Renovation and new construction adjacent to potential heritage resources should be designed and sited to respect the integrity of the adjacent development.**

4.4 Implementation

- Sites designated under the Alberta Historical Resources Act shall be governed by provisions of that Act. The City will work with the Community Association and property owners in encouraging the designation of other significant heritage resources.
- 2. Additions and alterations to potential heritage structures or their associated landscapes should be evaluated in terms of retaining the integrity of the specific housing styles and characteristic details.**
- The Community Association, in consultation with the Planning and Development Department, should continue to identify heritage resources within the community.

5 Transportation

5.1 Context

Bowness is well-served by a hierarchy of roads. It has the Trans Canada Highway as a freeway/expressway along its southern boundary and Bowness Road as a major roadway through the centre of the community. 83 Street NW, 77 Street NW and 34 Avenue NW serve as major connections to the Trans Canada Highway and Sarcee Trail respectively. The designated collector streets in the community are connected to the major roads and have transit service.

There are constraints in the road network that have contributed to some community traffic problems. There are only four access points for the community and two of these serve as key crossings of the Bow River. Hence, many commuters from other communities must drive through a portion of Bowness to reach their destination. The lack of alternate high standard crossings of the Bow River and the continued growth in the northwest sector of the city are important considerations.

In general, the key transportation issues for Bowness include:

1. Traffic impacts from developable lands surrounding Bowness.
2. Shortcutting and related traffic problems in the community attributed to downtown commuters and northwest motorists destined to and from the Trans Canada Highway.
3. Concerns about proposed and planned future major transportation facilities that affect the community.
4. Appropriateness and necessity of road widening setback requirements for portions of Bowness Road, 83 Street, and 85 Street.

5.2 Objectives

1. Discourage non-local traffic from using internal community streets.
2. Address pedestrian and bicyclist safety concerns, with an emphasis on children in the vicinity of schools, parks, and child care facilities.
3. Ensure access and circulation to and from the business area of Mainstreet Bowness.
4. Address concerns regarding local impacts of regional facilities such as parks and transportation systems.
5. Support the use of public transit.

6 Residential Land Use

6.1 Context

“In 1911, a developer named John Hextall envisaged the area now known as Bowness as a high class bedroom community within reasonable travelling distance from Calgary. As such, it evolved as a separate town until its annexation to Calgary in 1964. **It still maintains a small town image as its location is well defined by natural boundaries....”**

“A 1989 survey of residents indicated that, of the ten top reasons for liking Bowness, seven of them related to the general location of Bowness being close to amenities. The other three reasons related to the neighbourhood itself,

that it was quiet, safe, and affordable. Therefore, residential land use policies should ensure that the quality of amenities is protected and enhanced and Bowness remains a quiet, safe, and affordable community to live in.

In the same survey, 80% of respondents indicated they plan to remain in Bowness. The two most frequently stated reasons that might prompt a move, out of Bowness, were the need for a larger home and the noise and appearance of the neighbourhood. Residential policies should address these concerns as well."

6.2 Objectives

Prime Objective

1. Ensure all existing and new residential development contributes to the enhancement of Bowness as a unique community with its own small town history and spirit.

Secondary Objectives

2. Preserve and enhance Bowness as a viable, safe, and liveable residential community.
3. Protect and enhance the quality of life in the community, in terms of its physical character and amenities.
4. ***Promote land use stability through the preservation and rehabilitation of existing low density residential housing while accommodating compatible renovations and new infills of similar density and form.***
5. ***Ensure that new developments provide an attractive residential environment with adequate parking, landscaping, and amenities.***

6.3 Policies

General

1. Retain the traditional role and function of Bowness as a low density family-oriented community with its many associated amenities and services.
2. Support a low density residential, conservation and infill policy. The intent is to maintain stability in the community and to protect the existing residential character and quality of the neighbourhood.
3. Encourage sensitive infill development and renovations that contribute to the continued renewal and vitality of the community.
4. These guidelines are to be used by the community, developers and the Approving Authority to provide direction when considering discretionary use residential permits. In other cases, it is hoped that the developer will take advantage of these guidelines to the mutual benefit of himself and the community

- a. New developments should be compatible with the scale and form of existing and adjacent homes.

The Approving Authority shall ensure that new developments, or renovations/additions to existing buildings, contain the same standard or quality of facade treatment or of landscaping treatment as is evident in the best examples of local development.

- b. Front yards should be used as landscaped areas and not for parking or passenger dropoff areas, except where there is no rear lane

e. New development should be carefully evaluated for adjacent rear yard privacy problems where building height, raised deck height and orientation, and rear yard setback differences contribute to overlooking of neighbours' back yards.

f. Existing mature vegetation should be maintained. Tree planting should reflect the streets' traditional major tree type and placement.

g. Mirror image infills should be discouraged, unless there is a substantial facade treatment to give the illusion of different design.

h. Resubdivision of existing lots should respect the general development and subdivision pattern of adjacent streets with respect to parcel size, dimension, and orientation.

5. Three sub areas within the low density policy areas exhibit either environmental and/or development characteristics different from the remaining residential areas. The following policies apply to those lands as indicated on Map 3.

a. In all three areas, due to the larger lots and the resultant rural atmosphere, any resubdivision of such lots should respect the general tenor of surrounding lot size, frontage and vegetation (panhandles, reverse corner lots etc. are prohibited)

b. Redevelopment of the escarpment area, (Municipal Development Plan) the lots fronting on the Bow River and those that are located in the Floodway, Flood Fringe and Overland Flow areas will be subject to the requirements of the Land Use Bylaw, Part 3, Division 3.

c. Redevelopment of the banks leading to either the Bow River or the Bowness Lagoon may be subject to soil stability and environmental impact studies at the request of development engineering prior to any approvals being granted.

8. Ongoing civic consultation with community residents will be maintained with respect to the community's local improvement needs (for example, sidewalk and roadway resurfacing, lane paving, street light installation, etc.) to maintain and improve the physical quality of the area.

7.2 Context – Mainstreet

“Mainstreet, along Bowness Road from 62 to 65 Street, is the heart of the community to many and creates the public image of the community. The existing buildings are generally one storey in height. Most of the buildings were constructed between 1946 and 1960. The buildings are in various states of repair and maintenance, from recently renovated and...”

7.3 Objectives – Mainstreet

1. The health, attractiveness, and long term economic viability of Mainstreet is recognized as vital to the overall health of Bowness community.
2. Revitalize Mainstreet to:
improve business in the long term for merchants;

attract more quality businesses - provide goods and services
improve the visual attractiveness and pedestrian safety











