

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Bowness, midblock along Bowness Road NW. Notably, there is no lane access, as the site is bordered by Bowness Road NW to the north and Bowwood Drive NW to the south. The site is an irregular shape with a total area of approximately 0.20 hectares (0.5 acres). It features a frontage of approximately 30.5 metres along Bowness Road NW and approximately 32.5 metres along Bowwood Drive NW. The lot depth measures approximately 60 metres on the west boundary and 72 metres on the east boundary. The site is currently undeveloped, featuring a small playground and several young trees. The City acquired the land in 1973 in anticipation of a future Shaganappi Trail overpass, which has since been cancelled. Since then, The City has maintained the property, and in 2004 a small playground was installed. It is not designated as municipal reserve.

Surrounding development consists of a mix of single-detached, semi-detached, and multi-residential buildings designated as Multi-Residential – Contextual Low Profile (M-C1) District, Multi-Residential – Contextual Medium Profile (M-C2) District, and Residential – Grade-Oriented Infill (R-CG) District. Approximately half a block east along Bowness Road NW, there are parcels designated as Mixed Use – Active Frontage (MU-2) District, with building height limits ranging from 16 to 20 metres. These surrounding properties were included in City-initiated land use amendments that received approval on 2019 February 25 as part of the Main Streets Implementation Plan.

A variety of parks, services, and amenities are conveniently located within easy walking distance. The Bowness Road NW main street area is located approximately 100 metres (a one-and-a-half minute walk) to the east; Bow Crescent Park is located approximately 200 metres (a three-minute walk) to the northwest; and an unnamed green space at 66 Street NW and Bowness Road NW is located approximately 100 metres (a one-and-a-half minute walk) to the west. Two school sites are within 800 metres (a ten-minute walk) of the site: Bowcroft School and Thomas B. Riley Junior High School. The Bowness Road NW Primary Transit Network (PTN) is currently serviced by high frequency bus rapid transit service (BRT).

Community Peak Population Table

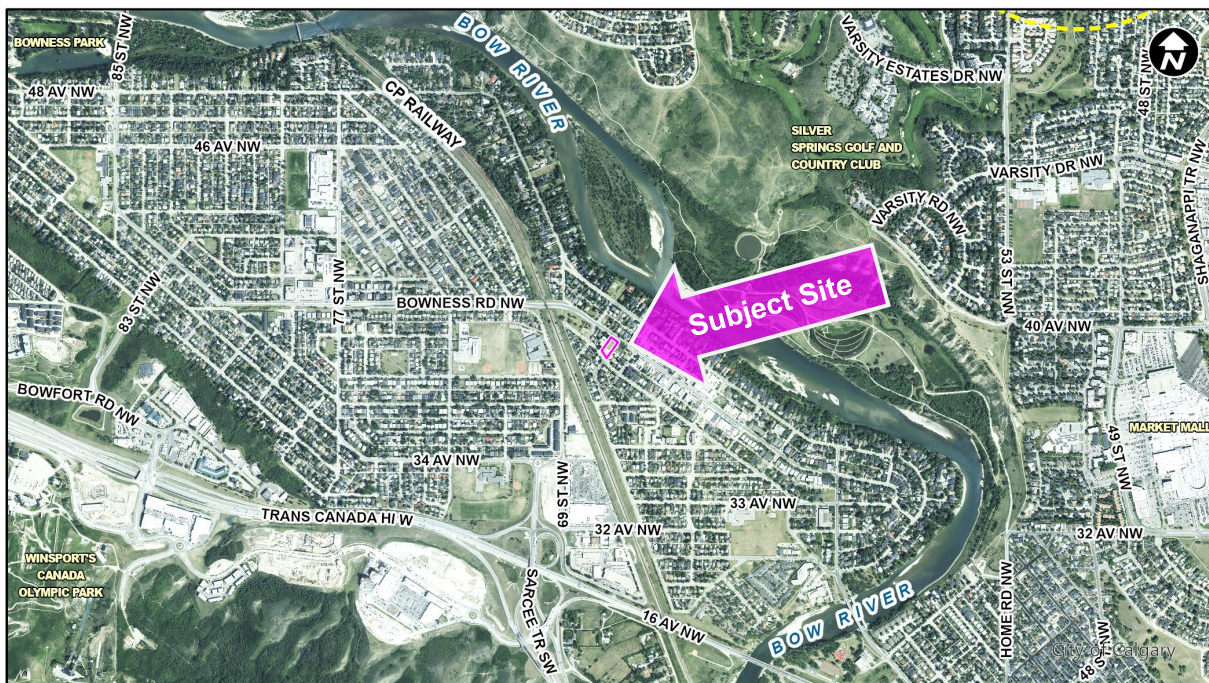
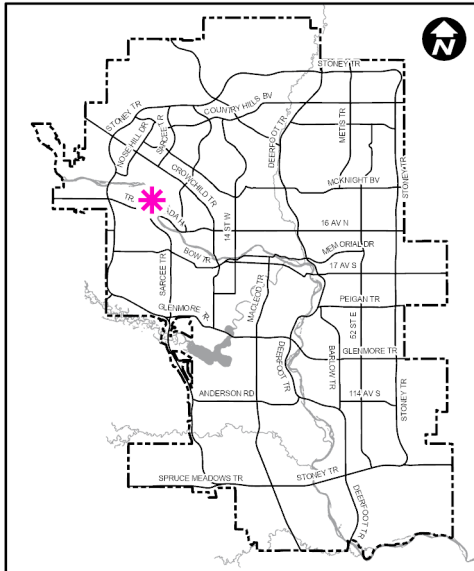
As identified below, the community of Bowness reached its peak population in 1982.

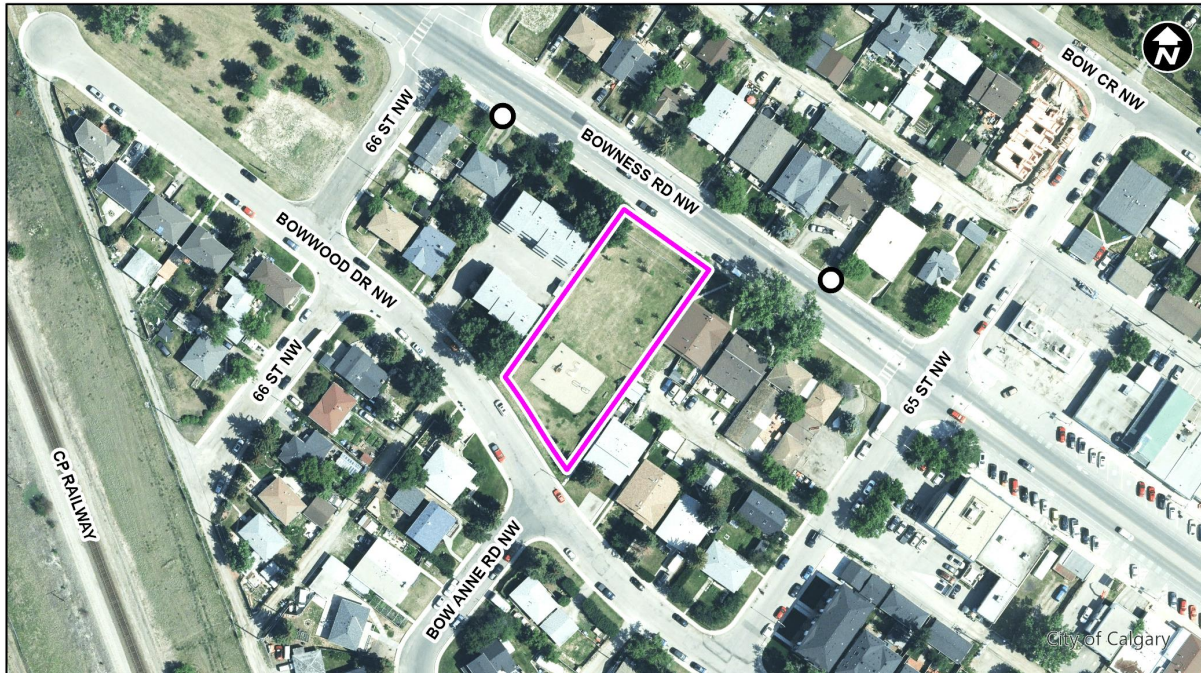
Bowness	
Peak Population Year	1982
Peak Population	13,134
2019 Current Population	11,150
Difference in Population (Number)	- 1,984
Difference in Population (Percent)	-1.86%

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 is primarily for rowhouses and townhouses but also single detached, semi-detached and duplex dwellings that may include a secondary suite. This district allows for a maximum building height of 11 metres and a maximum allowable density of 75 units per hectare. Based on the subject site parcel area, this would allow for up to 15 dwelling units. Secondary suites are a permitted use within the R-CG District.

The proposed Mixed Use – General (MU-1f3.0h20.5) District is a mixed-use designation characterized by street-oriented buildings with either residential or commercial uses on the ground floor. It allows for the flexibility to accommodate solely residential, solely commercial, or a mix of residential and commercial uses in a development. The MU-1 District is designed to respond to the local area context with specific rules for setbacks and maximum height at the shared property line or lane. A floor area ratio (FAR) modifier of 3.0 and a height modifier of 20.5 metres have been proposed for the site. This would allow for an approximately five to six storey building and provide for access to a rooftop amenity for building residents.

Administration has reviewed the context and applicability of the proposed MU-1 District and determined that it is appropriate. This designation aligns with the Neighbourhood Mid-Rise policies outlined in the *Bowness Area Redevelopment Plan* (ARP), which supports primarily residential uses and allows for building heights of up to six storeys in this location.

Development and Site Design

The rules of the proposed MU-1f3.0h20.5 District would provide guidance for the development of the site, including appropriate uses, building height and massing, landscaping, parcel coverage and parking. Other key factors that are being considered during the review of the development permit application include the following:

- ensuring an engaging and pedestrian-oriented building interface along both Bowness Road NW and Bowwood Drive NW;
- mitigating overlook and privacy concerns for adjacent developments; and
- minimizing disruptions to public sidewalks and cycling infrastructure caused by vehicle access.

Transportation

Pedestrian access to the site is facilitated by sidewalks along Bowness Road NW and Bowwood Drive NW. Bowness Drive NW is part of the current and future Always Available for All Ages and Abilities (5A) Network, supporting access to and from the site by various travel options.

The site is well served by Calgary Transit service. Bowness Road NW is part of the PTN and runs directly adjacent the site with bus stops within approximately 50 metres (a less than one-minute walk) including Route 1 (Bowness/Forest Lawn) and Route 53 (Brentwood Station/Greenwood).

All future vehicle access is to be provided from Bowwood Drive NW. On-street parking is also available on both Bowness Road NW and Bowwood Drive NW. There are currently no parking restrictions adjacent to the subject site. The parcel is not located within an existing Residential Parking Permit (RPP) Zone.

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

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary and storm sewer mains are available and can accommodate the proposed land use redesignation without the need for network upgrades at this time. Specific details of site servicing and stormwater management will be reviewed in detail 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 [Municipal Development Plan](#) (MDP) aims to create a compact urban form for Calgary by promoting population and job growth in the city's existing built-up areas. Activity centres, corridors, and locations well-connected to the current and future Primary Transit Network are identified as key areas for significant residential and employment growth. The subject site is located within the Neighbourhood Main Street area, as indicated on Map 1: Urban Structure in the MDP. The applicable policies support a mix of uses in a pedestrian-friendly environment that is well-served by the primary transit network. The MDP also identifies that Neighbourhood Main Streets should be developed with a minimum intensity of 100 people and jobs per hectare, with the highest densities occurring in close proximity to transit stops.

The proposal is in keeping with the relevant MDP policies as the land use amendment provides for increased housing with higher densities in close proximity to the primary transit network.

Calgary Climate Strategy (2022)

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. Increasing density by placing more residents near the primary transit network contributes to the goal of creating zero carbon neighborhoods. The applicant has also indicated plans to incorporate energy efficient HVAC and lighting systems, a highly insulated building envelope, high efficiency windows, doors and appliances, solar-ready infrastructure and electric vehicle charging as part of the proposed development permit. These measures support Programs A, F, and G of the *Calgary Climate Strategy – Pathways to 2050*.

Bowness Area Redevelopment Plan (Statutory – 2019)

The subject site is located within the Neighbourhood Mid-Rise area of the [Bowness Area Redevelopment Plan](#) (ARP). This policy area is intended to accommodate predominantly residential uses with a maximum height of six storeys, creating a sensitive interface between higher and lower intensity zones. The proposal aligns with the relevant ARP policies and adheres to the intended maximum building height.