

**MISCELLANEOUS – AMENDMENTS TO BOWNESS ARP
BOWNESS (WARD 1)
BYLAW 1P2018**

MAP 35W

EXECUTIVE SUMMARY

Administration has prepared amendments to the Bowness Area Redevelopment Plan (ARP) that strengthen policy in the “Commercial Mainstreet” area. Current policy for this six-block area in Bowness’ retail core aims to discourage auto-oriented uses (including gas stations, car washes and vehicle repair shops) in favour of a pedestrian-oriented public realm. These proposed amendments explicitly prohibit new auto-oriented uses.

PREVIOUS COUNCIL DIRECTION

On 2017 April 27, initiated by Councillor Ward Sutherland, Council adopted Notice of Motion NM2017-08 directing Administration to prepare amendments to the Bowness ARP that prohibit new auto-oriented uses in the Commercial Mainstreet area.

ADMINISTRATION RECOMMENDATION(S)	2017 November 16
That Calgary Planning Commission recommends APPROVAL of the proposed Policy Amendments.	
RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION	
That Council hold a Public Hearing on Bylaw 1P2018; and	
1. ADOPT the proposed amendments to the Bowness Area Redevelopment Plan, in accordance with Administration’s recommendation; and	
2. Give three readings to the proposed Bylaw 1P2018.	

REASON(S) FOR RECOMMENDATION:

The proposed amendments fulfil Council’s direction to prohibit new auto-oriented uses such as gas stations, car washes, and vehicle repair shops in the Commercial Mainstreet area of Bowness. As proposed, these amendments clarify the intent of existing policy and strengthen Administration’s ability to refuse discretionary applications for these uses. The amended policies are in alignment with the ARP’s objectives for the Mainstreet area in particular and the community vision overall.

Bowness Road is scheduled to undergo planning work by The City’s Main Streets initiative through 2018. This work will take the form of a more comprehensive policy review regarding building heights, massing, points of access and streetscape improvements. The amendments proposed in this report are designed to provide interim policy guidance until the amendments prepared by the Main Streets team are brought to Council next year.

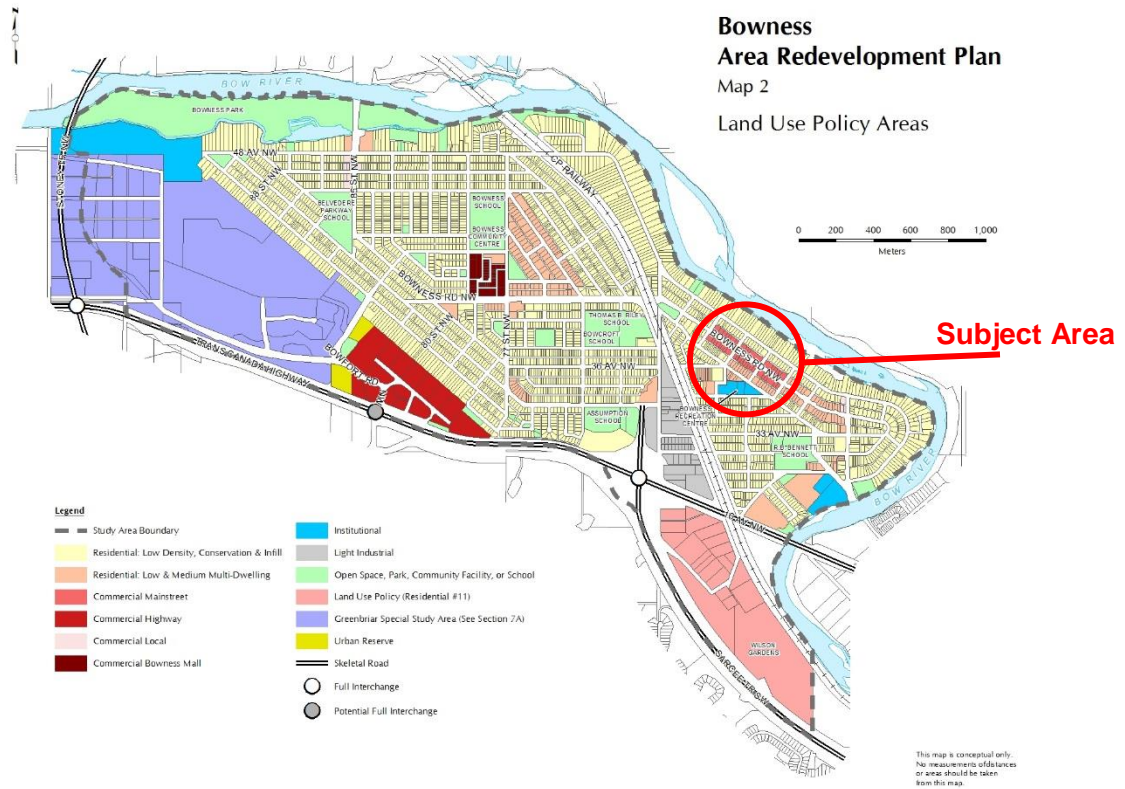
ATTACHMENT

- 1. Proposed Bylaw 1P2018

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LOCATION MAPS



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the Bowness Area Redevelopment Plan (APPENDIX I).

Moved by: J. Gondek

Carried: 8 – 0

PLANNING EVALUATION

SITE CONTEXT

The area subject to the proposed policy amendments comprises both the north and south frontages of Bowness Road NW between 62 Street NW and 65 Street NW. The area features a mix of neighbourhood-scale commercial uses, a contiguous pedestrian realm and angle parking along much of its length. Numerous pedestrian bulbs at intersections are adorned with benches, trees, and planters that provide spaces for gathering or leisure. These features together create a “small town” atmosphere as envisioned by the ARP.

The north side of Bowness Road NW between 62 Street and 63 Street NW is developed with a variety of auto body and glass repair shops and featured a gas station at its western corner until 2012. Much of the block has no sidewalk and instead features on-site “front yard” parking perpendicular to the building façades. The auto-oriented nature of these uses and resulting deficiency of the public realm are at odds with the ARP’s goal to encourage uses that contribute positively to the pedestrian environment.

LAND USE DISTRICTS

Parcels within the Commercial Mainstreet area are designated as a combination of Commercial Corridor 1 (C-COR1) District and Commercial Corridor 2 (C-COR2) District with a maximum floor area ratio of 2.0. The maximum building height is 16 metres on the north side of Bowness Road NW and 20 metres on the south side. The auto-oriented uses these amendments seek to prohibit are discretionary in both districts.

LEGISLATION & POLICY

Existing policy in the ARP clearly lays out the overall intent for the Commercial Mainstreet area. Three amendments are required in order to prohibit new auto-oriented developments within the area. These amendments have been designed in consultation with The City’s Main Streets team and are meant to provide interim guidance until a more comprehensive review of the ARP in 2018.

- Policies – Mainstreet, Policy 3: “All land uses allowed under the C-2 designation may be considered along Mainstreet. Retail, personal service, and restaurant uses are preferred but other uses may be approved if they contribute to the corridor and have limited impact on nearby housing. Autobody/paint shops are discouraged. To gain approval, new developments should meet the development guidelines listed following this section.”
 - Amendment: The first sentence is to be removed, followed by “Retail, personal service and restaurant uses are preferred but other uses may be approved if they

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contribute to the corridor and have limited impact on nearby housing. Automotive service uses are prohibited in new developments. To gain approval, new developments should meet the development guidelines listed following this section.”

- Implementation – Mainstreet, Policy 2: “Thus a particularly high standard of design will be expected of new vehicle-oriented or other non-locally oriented businesses as outlined below.”
 - Amendment: “Thus a particularly high standard of design will be expected of new non-locally oriented businesses as outlined below.”
- Implementation – Mainstreet, Policy 2, final bullet: “front yard parking is discouraged in new developments.”
 - Amendment: “front yard parking is prohibited in new developments.”

TRANSPORTATION NETWORKS

Bowness Road has recently undergone a “Complete Street” makeover and received connectivity and public realm improvements. These upgrades have been designed to make travel through the community easier and safer for pedestrians and cyclists while preserving vehicular mobility and parking capacity.

The proposed amendments reinforce this recently completed work by prohibiting new developments that would negatively impact the pedestrian realm.

UTILITIES & SERVICING

The proposed amendments are not expected to impact servicing to the area.

ENVIRONMENTAL ISSUES

The former gas station site at the corner of Bowness Road NW and 63 Street NW has experienced significant soil contamination due to hydrocarbon leakage. The Province of Alberta has ordered the site be remediated and Alberta Environment and Parks has released a plan to decontaminate the site over approximately the next five years.

ENVIRONMENTAL SUSTAINABILITY

No sustainability measures are proposed.

**CALGARY PLANNING COMMISSION
REPORT TO COUNCIL
2018 JANUARY 22**

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GROWTH MANAGEMENT

There are no capital requirements and therefore no growth management implications.

PUBLIC ENGAGEMENT

Community Association Comments

The Bowness Community Association is in full support of the proposed amendments.

Citizen Comments

No comments have been received from members of the public.

Public Meetings

No public meetings were held.

APPENDIX I

PROPOSED AMENDMENTS TO THE AREA REDEVELOPMENT PLAN

- (a) In Section “Policies – Mainstreet: 3” delete the first sentence and replace “Autobody/paint shops are discouraged” with “Automotive service uses are prohibited in new developments”.
- (b) In Section “Implementation – Mainstreet: 2” delete the words “vehicle-oriented or other”.
- (c) In Section “Implementation – Mainstreet: 2” in the final bullet, replace the word “discouraged” with “prohibited”.

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APPENDIX II

LETTERS RECEIVED

From: Planning <planning@mybowness.com>
Sent: Thursday, October 12, 2017 1:59 PM
To: Pomreinke, Derek D.
Subject: [EXT] RE: Proposed Amendments to Bowness ARP

Good Afternoon Derek

Yes, anything that prevents the likelihood of a Gas Plus type development being positioned along our Main Street is a very positive move. The Community along with the Bowness BIA will be in full support of this amendment.

Thank you,

Sydney Empson

Bowness Community Association

Planning and Development Committee
