



Public Submission

CC 968 (R2026-04)

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I have read and understand the above statement.

First name [required] Denis

Last name [required] Willems

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] May 12, 2026



Public Submission

CC 968 (R2026-04)

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

[required] - max 75 characters Public Hearing of Council re: LOC2025-0248

Are you in favour or opposition of the issue? [required] In opposition

ATTACHMENT_01_FILENAME LOC2025-0248_Opposition_Submission.pdf

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

To the City Clerk and Members of City Council,
I am a homeowner on Bowness Road NW, Hillhurst, and formally oppose the redesignation of 1601 Bowness Road NW from MU-1 f1.0h13 to R-CG under Bylaw 49D2026.

1. Direct Conflict with the Riley Communities LAP
The subject property directly abuts 14th Street NW. The Riley Communities Local Area Plan (Bylaw 25P2025, page 13) explicitly identifies 14th Street NW as a Neighbourhood Main Street, with Section 2.5.2 requiring active mixed-use development along this corridor. Redesignating this parcel — with direct Main Street frontage — to purely residential R-CG removes ground-floor mixed-use activation, undermines the transitional land use function the MU-1 designation provides, and directly contradicts adopted LAP and MDP policy. Administration must explain in its report how R-CG conforms to Section 2.5.2 for a parcel abutting this corridor.

2. R-CG Does Not Advance Affordability
I support densification and purchased my property knowing MU-1 would be developed. However, rowhouses on assembled inner-city land directly abutting a Neighbourhood Main Street in Hillhurst will be priced at or near the top of Calgary's resale market — they will not function as affordable housing by any reasonable definition. The existing MU-1 designation offers a broader toolkit: purpose-built rental, live-work units, and commercial tenancies that genuinely serve the City's Housing Strategy. R-CG here converts a strategically located mixed-use parcel into market-rate housing that serves the applicant, not the public interest.

3. Parking Supply Is Already Exhausted
Bowness Road NW currently serves 21 units. A development permit is already filed to consolidate these lots for 18 at-grade units, yielding up to 26 additional units total. Approximately 50% of on-street parking is prohibited due to the street-end turnaround and posted restrictions. There is no realistic parking solution for this density. I request a site-specific Traffic Impact Assessment before any approval.

4. Back Lane Infrastructure Is Inadequate
The shared unpaved back lane serving Bowness Road NW and Broadview Road NW has no drainage, no paving, and unsafe egress onto 14th Street NW. My garage opens onto it. Adding 26 units is unsustainable on unimproved infrastructure. I request the Transportation Department require lane upgrades — paving, drainage, speed control, and egress review — funded by the development, as a condition of any approval.
Full submission attached.

PUBLIC HEARING SUBMISSION

LOC2025-0248 — Land Use Redesignation Bylaw 49D2026

Subject Lands: 1601 Bowness Road NW (Plan 5151O, Block 19, Lots 57 and 58)

Community: Hillhurst | Proposed Redesignation: MU-1 f1.0h13 → R-CG

Applicant: Horizon Land Surveys | CC 968 (R2026-04) | ISC: Unrestricted

Submitted to the City Clerk, Calgary Planning Commission, and City Council

To the City Clerk, Calgary Planning Commission, and Members of City Council,

I am a homeowner and resident of Bowness Road NW in the community of Hillhurst, with property directly adjacent to the subject lands at 1601 Bowness Road NW. I submit this letter in formal opposition to the proposed land use redesignation from Mixed Use – General (MU-1 f1.0h13) to Residential – Grade-Oriented Infill (R-CG) District under Bylaw 49D2026.

I wish to be clear at the outset: I am not opposed to densification in Hillhurst. I purchased my property with full awareness that the subject lands carry a Mixed Use – General designation and that redevelopment was anticipated. My concern is that the proposed redesignation to R-CG is the wrong land use tool for this site. It conflicts with adopted statutory policy, fails to advance housing affordability objectives, and imposes unacceptable infrastructure burdens on existing residents without any accompanying servicing strategy.

1. The Proposed Redesignation Directly Conflicts with the Riley Communities Local Area Plan

The Riley Communities Local Area Plan (LAP), adopted by City Council under Bylaw 25P2025 on March 4, 2025, is the primary statutory policy document governing land use and development decisions in Hillhurst. It was developed through more than two and a half years of community engagement and represents Council’s codified thirty-year vision for growth and change in this area.

The LAP is unambiguous on the status of 14th Street NW. At page 13 of the adopted Plan, it states:

“Kensington Road NW, 14 Street NW, and 10 Street NW are identified as Neighbourhood Main Streets.”

The subject property at 1601 Bowness Road NW directly abuts 14th Street NW. It is not a block removed from the corridor — it sits at the precise interface between the Neighbourhood Main Street and the low-density residential character of Bowness Road NW. This location is exactly the type of transitional parcel the MU-1 f1.0h13 designation was intended to serve: allowing ground-floor commercial or mixed-use activity animating the Main Street frontage, with upper-floor residential density above.

The LAP’s Core Values (page 8) direct that growth and investment should focus along 14 Street NW as part of the “Moving to and Through the Riley Communities” principle. Section 2.5.2 of the LAP establishes area-specific policies for Neighbourhood Main Streets, including 14th Street NW, that explicitly support active, mixed-use development at this scale and location.

Redesignating 1601 Bowness Road NW to R-CG would:

- Remove the mixed-use function from a parcel with direct frontage on a LAP-designated Neighbourhood Main Street, contrary to the explicit intent of the adopted Plan;

- Eliminate the opportunity for ground-floor commercial activation on 14th Street NW at this location, contrary to Section 2.5.2 Neighbourhood Main Street policies;
- Undermine the transitional land use function the MU-1 designation provides between the Main Street corridor and the residential interior of Bowness Road NW; and
- Set a damaging precedent for the erosion of MU-1 designated lands along the 14th Street NW Neighbourhood Main Street corridor in Hillhurst.

The Municipal Development Plan (MDP) requires that land use redesignations in established communities respect the policy intent of approved local area plans and the urban structure policies governing Main Street corridors. This application does not meet that standard. Administration's report to Council should clearly address how the proposed R-CG redesignation is consistent with the Neighbourhood Main Street policies of the Riley Communities LAP as they apply to a parcel with direct 14th Street NW frontage. In my submission, it cannot.

2. The Redesignation Does Not Advance Housing Affordability Policy

A central rationale advanced in support of R-CG redesignations in established inner-city communities is the contribution to housing affordability and supply, as contemplated by Home is Here: The City of Calgary's Housing Strategy and provincial housing policy directives.

This rationale does not withstand scrutiny when applied to 1601 Bowness Road NW. The subject lands are located in one of Calgary's most desirable and land-constrained inner-city communities, directly abutting a designated Neighbourhood Main Street corridor. Rowhouse and townhouse units developed under R-CG on assembled inner-city land of this quality — in Hillhurst, on 14th Street NW — will be priced at or near the top of the Calgary resale market. They will not function as attainable or affordable housing by any reasonable definition.

By contrast, the existing MU-1 designation provides a broader toolkit for genuine housing diversity and community benefit. A mixed-use form can incorporate purpose-built rental residential uses, live-work units, or structured ground-floor commercial tenancies that generate community amenity and support cross-subsidization of residential affordability. The R-CG district provides none of these mechanisms.

Administration should assess whether this application meaningfully advances the affordability and supply objectives of the Housing Strategy, or whether it simply converts a strategically located mixed-use parcel — one explicitly protected by the Neighbourhood Main Street policies of the Riley Communities LAP — into market-rate ground-oriented housing that primarily benefits the applicant rather than the broader public interest.

3. Parking Supply Is Exhausted and Street Capacity Cannot Accommodate Proposed Density

The cumulative parking and traffic impact of the proposed redesignation, assessed against existing conditions on Bowness Road NW, raises serious concerns about the ability of current and future residents to safely enjoy the public realm and residential amenity of this street.

The relevant baseline conditions are as follows:

- There are currently 21 residential units fronting or accessing Bowness Road NW on this block, already generating significant vehicle trip and parking demand;
- Approximately 50% of on-street parking along Bowness Road NW is unavailable due to the street-end turnaround and posted no-parking restrictions, materially reducing the effective parking supply available to existing residents;

- A development permit application has already been filed in connection with the subject lands, proposing consolidation of both lots to accommodate 18 at-grade residential units; and
- The proposed R-CG redesignation, together with permitted secondary suite uses, could yield up to 26 additional units generating independent vehicle trips on a dead-end residential street with no capacity to absorb that demand.

The Calgary Transportation Plan, which forms part of the MDP, requires that streets be designed and managed to safely accommodate all users and that new development not impose disproportionate impacts on the existing transportation network. Adding up to 26 units to a constrained dead-end street where on-street parking is already prohibited along half its length does not meet this standard and directly degrades the ability of all residents on Bowness Road NW to enjoy their community.

I request that Administration provide a site-specific Traffic Impact Assessment for this block before any approval is granted, addressing vehicle trip generation, on-street parking demand, pedestrian safety, and the functional capacity of the street-end turnaround under the proposed density.

4. The Shared Back Lane Is Unimproved and Cannot Support the Proposed Density

The shared back lane serving Bowness Road NW and Broadview Road NW is currently unpaved, improperly graded, and without formal drainage infrastructure. It is not engineered to the standard required to serve the volume of vehicular activity that would be generated by the proposed development. My garage directly accesses this lane.

Existing deficiencies include:

- An unimproved gravel and soil surface with significant rutting, ponding, and seasonal deterioration that renders it impassable in adverse weather conditions;
- No formal grading, drainage infrastructure, or stormwater management, resulting in pooling and erosion that damage adjacent properties;
- Constrained and unsafe egress onto 14th Street NW, with no sight-line improvements, defined turning radii, or conflict mitigation for pedestrians and cyclists using the Neighbourhood Main Street corridor; and
- No speed attenuation measures in a shared pedestrian and vehicle environment already serving 21 residential units.

The development permit already filed for this site proposes to consolidate both lots and introduce 18 at-grade units whose primary vehicle access will be through this lane. Adding up to 26 total units to an unimproved lane shared with Broadview Road NW represents an entirely unsustainable burden on infrastructure that is already inadequate for its current load.

It is neither equitable nor consistent with sound planning practice to permit significant densification on a parcel whose primary vehicle access depends on unimproved shared infrastructure, without first ensuring that infrastructure is brought to a commensurate standard and without identifying who bears the cost of doing so.

I request that Administration require, as a condition precedent to any redesignation or development permit approval on these lands, a comprehensive review by the Transportation Department of the back lane serving Bowness Road NW and Broadview Road NW, addressing:

- Lane paving, formal grading, and stormwater drainage upgrades scaled to the proposed density;

- Speed control measures appropriate to a shared pedestrian and vehicle lane environment;
- A formal safety assessment of the lane's egress onto 14th Street NW, including sight lines, turning radii, and conflict points with pedestrians and cyclists on the Neighbourhood Main Street corridor; and
- Identification of cost-recovery or servicing agreement mechanisms ensuring infrastructure upgrades are funded by the development, not borne by existing residents.

Summary of Requests

For the reasons set out above, I respectfully request that Calgary Planning Commission and City Council:

- Decline to approve Bylaw 49D2026 and the proposed redesignation of 1601 Bowness Road NW from MU-1 f1.0h13 to R-CG, on the basis that it directly conflicts with the Neighbourhood Main Street policies of the Riley Communities Local Area Plan (Bylaw 25P2025), the Municipal Development Plan, and the City's housing affordability objectives;
- Direct Administration to confirm, in its report to Council, how the proposed R-CG redesignation is consistent with Section 2.5.2 Neighbourhood Main Street policies of the Riley Communities LAP as they apply to 14th Street NW — given that the subject parcel directly abuts that corridor;
- Direct Administration to provide a site-specific Traffic Impact Assessment for the Bowness Road NW block, including on-street parking demand analysis, prior to any approval;
- Direct the Transportation Department to assess the condition and adequacy of the back lane serving Bowness Road NW and Broadview Road NW, and require lane upgrades funded by the development as a condition of any approval on these lands; and
- If redesignation is considered despite the above, require that any alternative designation retain ground-floor mixed-use permissions consistent with the LAP's Neighbourhood Main Street corridor policies for 14th Street NW.

I appreciate the opportunity to provide this submission and respectfully request that it be entered into the record for LOC2025-0248.

Respectfully submitted,



Denis Willems
1625, Bowness Road NW, Hillhurst, Calgary, AB



Submission re: LOC2025-0248 | Bylaw 49D2026 | CC 968 (R2026-04) | ISC: Unrestricted



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I have read and understand the above statement.

First name [required] Michelle

Last name [required] Johnston

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What meeting do you wish to comment on? [required] Council

Date of meeting [required] May 12, 2026



Public Submission

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What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

[required] - max 75 characters LOC2025-0248 Reference Bylaw 49D2026

Are you in favour or opposition of the issue? [required] In opposition

ATTACHMENT_01_FILENAME LOC2025-0248 Comments.docx

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Comments - please refrain from providing personal information in this field (maximum 2500 characters)

To Whom It May Concern,

RE: Application: LOC2025-0248 and Bylaw 49D2026

I am writing as a homeowner on Bowness Road NW, Calgary, to submit comments on the proposed rezoning of the lot at 1601 Bowness Rd from Mixed Use to Residential – Grade-Oriented Infill (R-CG). I have two primary concerns:

1. Traffic and Alley Safety

Under the R-CG district (Land Use Bylaw 1P2007, Section 529), the permitted density of up to 75 units per hectare could represent a significant increase in residential units on this parcel. This increase would generate additional vehicle trips on what is already a constrained residential street and shared back alley. The Calgary Transportation Plan, which forms part of the Municipal Development Plan, establishes that streets should be designed to safely accommodate all users.

Additionally, the back alley is in very poor condition, and to the best of my knowledge is re-graded only once per year. The potential additional traffic will deteriorate the condition further, making it increasingly difficult for all homeowners to access their garages.

I ask that Administration provide a traffic impact assessment specific to this block before any approval is granted, with particular attention to alley access and pedestrian safety.

2. Land Use Transition and Context

The existing Mixed Use designation serves an important transitional function between the higher-intensity uses on 14th Street NW and the lower-density residential character of Bowness Road NW. The Municipal Development Plan and the Developed Areas Guidebook both recognize the importance of sensitive transitions between land uses of differing intensity. Rezoning this lot to R-CG would remove that transitional buffer, introducing a purely residential use immediately adjacent to an arterial corridor without the commercial ground-floor activity that a Mixed Use designation supports. In my view, the Mixed Use designation is more consistent with the intent of the MDP's urban structure policies.

I respectfully request that these concerns be considered in the review of this application. Thank you for the opportunity to provide feedback.

Michelle Johnston

1623 Bowness Rd NW

