

Urban Strategy Report to
Calgary Planning Commission
2019 January 10

ISC: UNRESTRICTED
CPC2018-1386

Policy Amendments and Land Use Amendments (City Initiated) in Bowness (Ward 1) LOC2017-0373

EXECUTIVE SUMMARY

Located in the community of Bowness, a portion of Bowness Road NW is identified as a Neighbourhood Main Street by the *Municipal Development Plan* (MDP). The purpose of this report is to bring forward city-initiated land use amendments to various properties and proposed amendments to the Bowness Area Redevelopment Plan in accordance with Council's direction and local stakeholder desire to expand the length of the Neighbourhood Main Street.

The Council approved Main Streets Implementation Plan (PUD2017-0241 and PUD2018-0347) provides direction and a process to support the achievement of goals and targets contained within the MDP. The initiative is creating more opportunity for private investment to build a more complete community, along with staged infrastructure investment by the City of Calgary in the public realm for priority MDP areas.

Administration is recommending that Council approve the land use and policy amendments to create certainty for local stakeholders, achieve the MDP goals for Main Streets, shorten approval time for redevelopment with the appropriate land use districts, and complement the recent investments in public realm improvements throughout the area. Specifically:

- Redesignate portions of the main street to Mixed Use General (MU-1) District and Mixed Use Active Frontage (MU-2) District (Attachment 3);
- Redesignate portions of the main street to Multi-Residential Contextual Medium Profile (M-C2) District and Multi-Residential Contextual Low Profile (M-C1) District (Attachment 3);
- Redesignate the main street's adjacent transition areas to Residential - Grade-Oriented Infill (R-CG) District and Residential – Contextual One/Dwelling (R-C2) District (Attachment 3);
- Amend the Bowness Area Redevelopment Plan as shown (Attachment 4) to include guidance from the *Developed Areas Guidebook* (DAG) in the main street area.

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ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and:

1. **ADOPT**, by bylaw, the proposed amendments to the Bowness Area Redevelopment Plan (Attachment 4); and
2. Give three readings to the proposed Bylaw.
3. **ADOPT**, by bylaw, the proposed redesignation of 17.732 hectares \pm (43.814 acres \pm) located at various addresses (See Attachment 1) from Residential – Contextual One / Two Dwelling (R-C2) District, Commercial – Corridor 1 (C-COR1f2.0h16) District, Commercial – Corridor 1 (C-COR1f2.0h20) District, Commercial – Corridor 2 (C-COR2f2.0h16) District **to** Residential – Grade-Oriented Infill (R-CG) District, Multi-Residential – Contextual Low Profile (M-C1) District, Multi-Residential – Contextual Medium Profile (M-C2) District, Mixed Use - Active Frontage (MU-2f2.5h16) District, Mixed Use - Active Frontage (MU-2f4.0h20) District; and
4. Give three readings to the proposed Bylaw.
5. **ADOPT**, by bylaw, the proposed redesignation of 2.427 hectares \pm (5.997 acres \pm) located at various addresses (See Attachment 1) from Residential – One Dwelling (R-C1) District and Residential – One Dwelling (R-C1s) District **to** Residential – Contextual One / Two Dwelling (R-C2) District and Residential – Grade-Oriented Infill (R-CG) District; and
6. Give three readings to the proposed Bylaw.
7. **ADOPT**, by bylaw, the proposed redesignation of 13.201 hectares \pm (32.619 acres \pm) located at various addresses (See Attachment 1) from Residential – One Dwelling (R-C1) District, Residential – One Dwelling (R-C1s) District, Residential – Contextual One / Two Dwelling (R-C2) District, and Multi-Residential – Contextual Low Profile (M-C1) District **to** Residential – Contextual One / Two Dwelling (R-C2) District, Residential – Grade-Oriented Infill (R-CG) District, Multi-Residential – Contextual Low Profile (M-C1) District, Multi-Residential – Contextual Medium Profile (M-C2) District, and Mixed Use - General (MU-1f3.0h16) District; and
8. Give three readings to the proposed Bylaw.
9. **ADOPT**, by bylaw, the proposed redesignation of 13.479 hectares \pm (33.479 acres \pm) located at various addresses (See Attachment 1) from Residential – One Dwelling (R-C1) District, Residential – Contextual One / Two Dwelling (R-C2) District, and Multi-Residential – Contextual Low Profile (M-C1) District **to** Residential – Grade-Oriented

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Infill (R-CG) District, Multi-Residential – Contextual Low Profile (M-C1) District, and Mixed Use - General (MU-1f3.0h16) District; and

10. Give three readings to the proposed Bylaw.
11. **ADOPT**, by bylaw, the proposed redesignation of 9.157 hectares \pm (22.627 acres \pm) located at various addresses (See Attachment 1) from Residential – One Dwelling (R-C1) District, Residential – Contextual One / Two Dwelling (R-C2) District, and Commercial – Neighbourhood 2 (C-N2) District **to** Residential – Grade-Oriented Infill (R-CG) District Multi-Residential – Contextual Low Profile (M-C1) District, and Mixed Use - Active Frontage (MU-2f3.0h16) District; and
12. Give three readings to the proposed Bylaw.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, DATED 2019 JANUARY 10:

That Council hold a Public Hearing; and

1. Adopt, by Bylaw, the proposed amendments to the Bowness Area Redevelopment Plan;
2. Give three readings to the proposed Bylaw **16P2019**;
3. Adopt, by Bylaw, the proposed redesignation of 17.732 hectares \pm (43.814 acres \pm) located at various addresses (See Attachment 1) from Residential – Contextual One / Two Dwelling (R-C2) District, Commercial – Corridor 1 (C-COR1f2.0h16) District, Commercial – Corridor 1 (C-COR1f2.0h20) District, Commercial – Corridor 2 (C-COR2f2.0h16) District to Residential – Grade-Oriented Infill (R-CG) District, Multi-Residential – Contextual Low Profile (M-C1) District, Multi-Residential – Contextual Medium Profile (M-C2) District, Mixed Use - Active Frontage (MU-2f2.5h16) District, Mixed Use - Active Frontage (MU-2f4.0h20) District;
4. Give three readings to the proposed Bylaw **53D2019**;
5. Adopt, by Bylaw, the proposed redesignation of 2.427 hectares \pm (5.997 acres \pm) located at various addresses (See Attachment 1) from Residential – One Dwelling (R-C1) District and Residential – One Dwelling (R-C1s) District to Residential – Contextual One / Two Dwelling (R-C2) District and Residential – Grade-Oriented Infill (R-CG) District; and
6. Give three readings to the proposed Bylaw **54D2019**;

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7. Adopt, by Bylaw, the proposed redesignation of 13.201 hectares \pm (32.619 acres \pm) located at various addresses (See Attachment 1) from Residential – One Dwelling (R-C1) District, Residential – One Dwelling (R-C1s) District, Residential – Contextual One / Two Dwelling (R-C2) District, and Multi-Residential – Contextual Low Profile (M-C1) District to Residential – Contextual One / Two Dwelling (R-C2) District, Residential – Grade-Oriented Infill (R-CG) District, Multi-Residential – Contextual Low Profile (M-C1) District, Multi-Residential – Contextual Medium Profile (M-C2) District, and Mixed Use - General (MU-1f3.0h16) District;
8. Give three readings to the proposed Bylaw **55D2019**;
9. Adopt, by Bylaw, the proposed redesignation of 13.479 hectares \pm (33.479 acres \pm) located at various addresses (See Attachment 1) from Residential – One Dwelling (R-C1) District, Residential – Contextual One / Two Dwelling (R-C2) District, and Multi-Residential – Contextual Low Profile (M-C1) District to Residential – Grade-Oriented Infill (R-CG) District, Multi-Residential – Contextual Low Profile (M-C1) District, and Mixed Use - General (MU-1f3.0h16) District;
10. Give three readings to the proposed Bylaw **56D2019**;
11. Adopt, by Bylaw, the proposed redesignation of 9.157 hectares \pm (22.627 acres \pm) located at various addresses (See Attachment 1) from Residential – One Dwelling (R-C1) District, Residential – Contextual One / Two Dwelling (R-C2) District, and Commercial – Neighbourhood 2 (C-N2) District to Residential – Grade-Oriented Infill (R-CG) District Multi-Residential – Contextual Low Profile (M-C1) District, and Mixed Use - Active Frontage (MU-2f3.0h16) District; and
12. Give three readings to the proposed Bylaw **57D2019**.

PREVIOUS COUNCIL DIRECTION / POLICY

At the 2017 April 10 Combined Meeting of Council, Council decided to:

ADOPT, Moved by Councillor Chabot, Seconded by Councillor Woolley, that the SPC on Planning and Urban Development Recommendation contained in Report PUD2017-0241, be adopted, as follows:

That Council approve the Main Streets Implementation Plan.

At the 2018 May 07 Regular Public Hearing Meeting of Council, Council decided to:

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ADOPT, Moved by Councillor Magliocca, Seconded by Councillor Farrell, that the SPC on Planning and Urban Development Recommendation contained in Report PUD2018-0347, be adopted, as follows:

1. Approve the Scope of Work outlined in Attachment 1 and direct Administration to report back to Council through the SPC on Planning and Urban Development no later than Q4 2019; and
2. Approve, as amended, the Main Streets implementation plan as shown in Attachment 2.

BACKGROUND

In 2017 April, Council approved the Main Streets Implementation Plan (PUD2017-0241, updated and amended by PUD2018-0347) with a focus on the application of policies, goals and targets contained within the MDP. The implementation plan also included a prioritization of the Main Street areas, with Bowness Road NW being one of twenty areas for near term action (2017 to 2022).

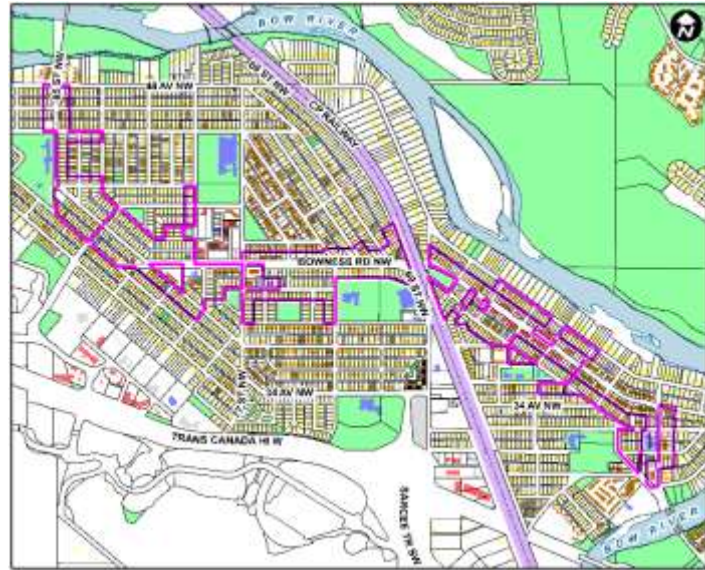
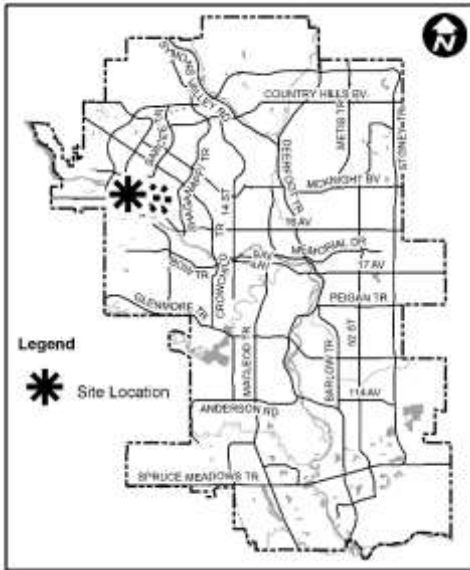
Implementation plan actions include an updated land use framework of new land use districts and amended local area policy, followed by examination of the main street public right-of-way for potential improvements. From 2014 to 2018, Bowness Road NW from the 85 Street bridge to the Shouldice Bridge was redesigned and upgraded with a new road carriageway design that included a bike lane, railway underpass upgrades and pedestrian safety improvements. The recommendation in this report includes amendments to the Bowness Area Redevelopment Plan that allow alignment to the policies and land use framework of the Developed Areas Guidebook (MDP, Volume 2, Part 3) and the use of the Guidebook in decision making.

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Location Maps



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Figure 1: Community Peak Population

Bowness	
Peak Population Year	1982
Peak Population	13,134
2018 Current Population	11,065
Difference in Population (Number)	-2,069
Difference in Population (Percent)	-16%

Source: The City of Calgary 2018 Civic Census

Site Context

Bowness Road NW is the heart of Bowness offering a variety of commercial services in several locations, with a concentration of retail and restaurants in the old town main street area (between 62 and 65 Street NW). The central road also provides a high quality multi-modal transportation corridor with BRT transit service, new bike lanes and an updated road surface and design. This variety in mobility modes provides options for regional destinations like Bowness Park, located at the northern end of main street.

The current land use districts and existing Bowness Area Redevelopment Plan (1995) provide a framework of commercial nodes, with a focus on supporting local neighbourhood commercial services, and primarily low density residential areas. Most of the parcels along Bowness Road are developed with the original building stock (average year of construction 1959) with limited opportunity for intensification within the existing land use framework.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

From November 2014 to June 2016, the Main Streets Initiative focused on analysis and evaluation of a variety of factors that influence growth and change in all the Main Streets areas. This included detailed analysis of feedback from stakeholders, review of the existing policy, land use districts and parking requirements. It also looked at current and future market demand and growth forecasts, infrastructure capacity within the Main Street areas and costs to redevelop streets and sidewalks that align with the *Calgary Transportation Plan* and the *Complete Streets Guide*.

Background research prior to the creation of the implementation plan and the determination of the priority main street areas included market assessment and analysis of demand for office, retail and residential in all MDP main street areas. Bowness Road NW was forecast to have little demand for office, excepting perhaps small scale medical uses designed to serve the local population. Future retail/commercial construction would likely take place in existing commercial areas where existing customers have an established pattern. Along Bowness Road NW, the relatively small parcel size would likely provide any new commercial opportunity in mixed-use buildings within a commercial ground floor.

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Background research suggested that multi-residential development shows the highest potential for growth, with overall modest forecast population growth along the main street of 300 to 350 persons by 2038. This is approximately the equivalent of 3 to 5 new midrise buildings and a variety of ground orientated units. As the residential growth forecast was only for the MDP-identified main street area (approximately 60 to 66 Street NW), the extended main street area may provide more opportunity for a variety of housing forms and larger population growth.

Planning Considerations

Land Use

Current Land Use

Bowness Road NW is identified in the *Municipal Development Plan (MDP)* as a Neighbourhood Main Street, serving the local community with a variety of commercial services and may provide some retail/restaurant uses with a regional draw. Neighbourhood Main Streets provide the opportunity for moderate levels of intensification of both jobs and population over time.

Current land use districts do not allow for Neighbourhood Main Street to reach the population and employment targets outlined in the MDP. The MDP identified main street is approximately 60 to 66 Street NW. Along the historic old town main street area (62 to 65 Street NW), the land use districts do allow for low-rise mixed-use development, but the current residential land use districts surrounding this commercial area are not sufficient enough to prompt redevelopment.

The current range of residential districts are limited, and where multi-residential districts exist, they are mostly built with older developments, leaving constrained opportunity for new multi-residential units. The western section of Bowness Road NW (69 Street to 85 Street/48 Ave. NW) is primarily currently designated with low density residential districts, with limited opportunity for intensification, excepting the current commercial nodes.

Proposed Land Use

New land use districts will allow greater flexibility for mixed use and multi-residential development along Bowness Road NW. The proposed land use districts for Bowness Road NW are largely based on feedback received from stakeholder groups. When community stakeholders provided input about the future of this area, they shared that they would like to see their main streets continue to evolve into destinations with a mix of amenities serving the local neighbourhood and attract Calgarians from across the city.

In the spring of 2018, local residents provided detailed feedback at public input sessions on a proposed land use framework to enable this vision. Local stakeholders clearly desired a longer Neighbourhood Main Street than identified by the MDP, a local high street that corresponded with the recent road right-of-way upgrades; Bowness Road NW from the 85 Street bridge to the Shouldice Bridge.

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Figure 2 indicates that the intensity (people and jobs per gross developable hectare) achievable under the existing land use districts is 60, however actual existing intensity of the area is approximately 40. Through the proposed land use amendments along the full length of Bowness Road, the area will be able to achieve an intensity of 170, which exceeds the MDP target of 100.

Figure 2: Bowness Density and Intensity

Bowness			
	EXISTING	ALLOWED BY CURRENT LAND USE	POTENTIAL ALLOWED BY NEW LAND USE DISTRICTS
Number of jobs	402	429	1171
Number of people	1,854	2,956	8,330
Number of dwelling units	827	1,400	3,842
Intensity (Jobs + Population / gross developable hectare) (Target 100)	40	60	170

To achieve goals and objectives of the MDP, the proposed land use designations are structured to support the necessary range of uses and appropriate scale of buildings along Bowness Road and the transition into the surrounding community. Figure 3 indicates the proposed land use districts within the recommendation.

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Figure 3: Proposed Land Use Districts

Land Use Districts: Bowness Main Street	Hectares	Acres	Parcels
Residential-Grade-Oriented Infill (R-CG)	12.91	31.90	240
Residential Contextual One/Two Dwelling (R-C2)	1.32	3.26	25
Multi-Residential Contextual Low Profile (M-C1)	12.07	29.83	234
Multi-Residential Contextual Medium Profile (M-C2)	2.62	6.47	48
Mixed Use-General f3.0h16 (MU-1 f3h16)	1.24	3.06	17
Mixed Use-Active Frontage f2.5h16 (MU-2 f2.5h16)	1.15	2.84	15
Mixed Use-Active Frontage f3.0h16 (MU-2 f3h16)	1.29	3.19	19
Mixed Use-Active Frontage f4.0h20 (MU-2 f4.0h20)	1.44	3.56	24
Total	34.0	84.11	622

Local Area Planning

Current Bowness Area Redevelopment Plan

The current Bowness Area Redevelopment Plan (ARP) was approved in 1995, and excepting a major plan amendment to accommodate a large development at 16 Avenue NW and Stoney Trail (Section 7A – Greenbriar Area Land Use), no significant updates have affected the Area Redevelopment Plan.

The existing ARP provides extensive and robust policy to support the historic main street commercial area (between 62 and 65 Street NW), with a focus on pedestrian access and promotion of local commercial services. For another commercial node at Bowness Road NW at 77 Street NW, the ARP provides policy to support redevelopment. Residential policies encourage a primarily low density neighbourhood with a limited range of multi-residential options in select areas.

Proposed amendments to the Bowness Area Redevelopment Plan

The proposed amendments to the ARP support the new land use districts and provide an updated regulation and policy framework (including implementation of the *Developed Areas Guidebook* (DAG) to enable redevelopment along the full length of Bowness Road NW. In Map 2 of the ARP (Land Use Policy Areas), the area subject to land use redesignations is identified in order to allow application of the DAG.

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Circulation internally within the City and externally to the Bowness Community Association (BCA) and the Mainstreet Bowness Business Improvement Association (BIA) indicated a desire to implement the DAG and to update much of the out of date terminology, references, mapping, and graphic design. Based on internal discussion with other City departments, the recommended update is focused on deletion of out of date policies and is not an exercise in new policy creation, as updated policy to inform decision making is provided through the DAG.

Using the Building Blocks from the DAG, parcels along Bowness Road NW are identified as Neighbourhood Low-Rise, Neighbourhood Mid-Rise and Community Mid-Rise. Transition areas from the main street into the low density neighbourhood are identified as Neighbourhood Low-Rise.

Environmental

An Environmental Site Assessment was not required. Efficient use of land and resources is a key aspect of working toward environmental sustainability. The approach to concentrate jobs and population on Main Streets that are well served by public transit, and where people can walk or cycle to meet many of their daily needs results in reduced dependence on the private automobile and greater mobility choice. Reduced automobile dependence also leads to corresponding reductions in greenhouse gas emissions, as 36 percent of all emissions in Calgary come from vehicular transportation. More efficient use of land for development also contributes to reducing impacts on the environment and natural systems both within the city and regionally.

Future development permit applications resulting from the proposed land use redesignations will continue to be evaluated to identify any environmental concerns on a site by site basis through the development permit process.

Transportation

Redevelopment of sites along the Main Street will benefit from:

- a robust grid of streets, allowing vehicle access from defined intersections and dispersal of local access and on-street visitor parking across multiple streets;
- frequent transit service within walking distance along the Primary Transit Network; and
- established walking and cycling infrastructure including complete sidewalk networks, on- and off-street cycling routes, and the city's pathway network.

Although these land use redesignations are strategically located, the Main Streets program and other City initiatives, such as RouteAhead and the Pedestrian Strategy, have identified critical improvements to the infrastructure for all modes of transportation that will require further investment to support The City's long-term vision. Bowness has four different access points connecting to the city's broader transportation network, including the recently built interchange at Bowfort Road NW and the Trans Canada Highway.

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The sites included in the proposed land use redesignations are served by transit routes on Bowness Road NW with connections to the Centre City (Routes 1 and 305), Brentwood, the University of Calgary, and Market Mall (53). Route 40 provides an alternative service on local streets off Bowness Road NW, with connections to the North Hill Mall, Foothills Medical Centre, and Crowfoot. Through the grid of neighbourhood streets and collector roads, redevelopment sites have easy access to arterial streets, urban boulevards, neighbourhood boulevards, and the skeletal road network.

Future development permit applications resulting from the proposed land use redesignations will continue to be evaluated on a site by site basis through the development permit process.

Utilities and Servicing

As the Main Streets program continues to develop, Administration is working on a number of initiatives aimed at viable and successful redevelopment. This work includes:

1. Contribution to Calgary Growth Strategies' Industry/City Work Plan: Established Areas Initiative. This initiative undertakes cross-departmental actions to reduce barriers to redevelopment. This includes, but is not limited to:
 - Piloting communities and specific development sites to identify, plan, and prioritize technical requirements to enable redevelopment.
 - Review underutilized road rights-of-way on key corridors to increase flexibility of use of space.
 - Development of funding tools to support developed areas investment.
 - Review of the Centre City Levy program within updated legislative framework.
 - Work towards a strategic growth plan for the established areas.
2. An ongoing commitment from Water Resources to support redevelopment where applicant-triggered infrastructure upgrades may create opportunities to improve utility networks in ways that benefit a larger set of redevelopment sites.

Future development permit applications resulting from the proposed land use redesignations will continue to be evaluated by Development Engineering on a site by site basis.

Stakeholder Engagement, Research and Communication

The community of Bowness was provided opportunities to comment on the Main Street Initiative. A two-phase engagement and communications strategy was developed to be wide-reaching in the affected community and to facilitate meaningful opportunities for engagement both in-person and online. The *Engage Spectrum* level for this project is Listen and Learn which is defined as "We will listen to stakeholders and learn about their plans, views, issues, concerns, expectations and ideas."

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Stakeholders were asked to review the proposed land use districts and consider the balance of commercial and residential uses. Additionally, stakeholders were able to share any other ideas or comments on the information provided. See Attachment 4 for 2018 Final Engagement Summary Report.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the South Saskatchewan Regional Plan (SSRP). While the SSRP makes no specific reference to this corridor, the proposal is consistent with policies on Land Use Patterns.

Municipal Development Plan (Statutory, 2009)

The *Municipal Development Plan* (MDP) proposes a compact urban form for Calgary by encouraging increased population and job growth to occur in the existing, built-up areas of the city. In particular, activity centres, corridors, and other areas that are well connected to the existing and future Primary Transit Network are identified as the primary areas to accommodate significant residential and employment growth. The MDP identifies this area as a Neighbourhood Main Street typology with emphasis as a multi-modal environment fronted by a mix of higher intensity residential and business uses that foster a vibrant street environment.

In order to recognize the local context and create an urban environment that supports and integrates new development with existing communities, the specific density target for each corridor must be established through a Local Area Plan. The MDP identifies the remainder of the community of Bowness within the Contextual Area as Inner City and Established typologies. These land use typologies are intended to experience gradual intensification over the next 60 years.

Calgary Transportation Plan (Statutory, 2009)

The Calgary Transportation Plan identifies Bowness Road NW as an Arterial Street and Neighbourhood Boulevard where highest priority should be given to walking, cycling and transit and where the "Complete Street" policies should be implemented.

Bowness Area Redevelopment Plan (ARP)

The current ARP was approved in 1995 with only minor changes since then. The ARP provides policy that promotes and encourages growth in the commercial area along the main street and aims to maintain this as a key part of the community. Policies regarding built form within the ARP are aligned with the current adjacent low-density residential districts.

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The proposed amendments to the ARP (Attachment 4) support the new land use districts and provide an updated regulation and policy framework (including implementation of the *Developed Areas Guidebook* (DAG) to enable redevelopment along the full length of Bowness Road NW.

Implementation

The Main Streets implementation plan includes examination of the main street public right-of-way for potential improvements. From 2014 to 2018, Bowness Road NW from the 85 Street bridge to the Shouldice Bridge was redesigned and upgraded with a new road carriageway design that included a bike lane, railway underpass upgrades and pedestrian safety improvements. At this time, no immediate upgrades or design process are planned for Bowness Road NW within the community of Bowness, as capital budgets are reviewed and potential new sources of funding are examined, the status of this will be reviewed.

Social, Environmental, Economic (External)

The proposed recommendations will guide redevelopment towards the creation of a vibrant, transit-focused, liveable and distinctive mixed use community. These changes will allow more Calgarians the freedom to choose a broader range of housing, employment, and recreational opportunities in close proximity to frequent transit and in locations served by existing infrastructure, as called for by the MDP.

Long term land use policy and City initiated land use district amendments represent a strategic approach to ensure an adequate supply of housing and employment space to keep pace with demands in the established communities. Supporting such supply increases in locations with existing and planned infrastructure is a key component in reducing the fiscal impact of growth, while also acting to attenuate pressure on housing affordability.

Financial Capacity

Current and Future Operating Budget:

Calgary Transit and Roads are providing operating budgets for Bowness Road NW, including Bus Rapid Transit, regular service transit facilities and the recently upgraded roadway. Calgary Transit, Roads, Parks and Recreation, as part of normal business operations, monitor and determine future needs for expanding services levels. As these departments identify these new citizen needs, those departments will determine budget requirements. Any additional streetscape design processes would be accommodated within base budget, lead by Urban Strategy staff.

Current and Future Capital Budget:

The reconstruction of Bowness Road NW provides a complete street upgrade for most of the road right of way with updated sidewalk sections, intersection signals, improved rail underpass and transit facilities. This construction project is fully funded and was completed in 2018.

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The Main Streets program is not proposing any new short-term funding for Bowness Road NW as the new road cross section will support Council's policy objectives and new private developments for years to come. As future funding sources are available, consideration for improvements to strategic sections of Bowness Road will be considered based on redevelopment or signification changes in transportation or parking patterns.

Risk Assessment

Citizen and stakeholder interest and potential monetary investment in new development is very high for the Main Street areas. This current opportunity will be leveraged with City of Calgary actions to facilitate growth in identified strategic areas such as Bowness Road NW. Not proceeding with guiding policy and land use redesignations could slow momentum created with many stakeholders and potentially develop mistrust with citizens and the development industry.

REASON(S) FOR RECOMMENDATION(S):

Administration is recommending approval of the proposed land use and policy amendments for the following reasons.

The proposed amendments respond to Council direction to action the Main Streets Implementation Plan, provide additional direction and certainty for area residents, landowners and applicants and allow for and enable an appropriate scale of development and intensity within the context of the community of Bowness.

ATTACHMENT(S)

1. Municipal Address for City-Initiated Redesignation
2. Proposed Land Use – Colour Graphics
3. Proposed Land Use Maps (Bylaws)
4. **Proposed Bylaw 16P2019**
5. Final Engagement Summary Report 2017-2018
6. Letter from the Bowness Community Association
7. Letter from the Mainstreet Bowness Business Improvement Area
8. **Proposed Bylaw 53D2019**
9. **Proposed Bylaw 54D2019**
10. **Proposed Bylaw 55D2019**
11. **Proposed Bylaw 56D2019**
12. **Proposed Bylaw 57D2019**
13. **Public Submissions**