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Bowness

Area Redevelopment Plan

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P.O. Box 2100, Station "M", #8115

Calgary, Alberta T2P 2M5

Phone

3-1-1 or outside of Calgary 403-268-2489

Fax

403-268-4615

calgary.ca

25-0052522 CRV-42967

NOTE: This office consolidation includes the following amending Bylaws.

Amendment	Bylaw	Date	Description
1	26P2020	2020 June 15	(a) Section 6A3 – delete and replace Policy 10 (b) Map 6 – amendment
2	20P2021	2021 May 10	(a) Section 6A3 – amend Policy 3
3	52P2022	2021 September 13	(a) Map 2 – amendment
4	38P2024	2024 July 30	(a) Map 2 – amendment

Amended portions of the text are with the specific amending Bylaw.

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and amendments thereto are available from City Clerk and should be consulted when interpreting and applying this Bylaw.

Bowness

Area Redevelopment Plan

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1 Preface

1.1 What is an Area Redevelopment Plan?

Area Redevelopment Plans (ARPs) are planning documents which set out comprehensive land use policies and other proposals that help guide the future of individual communities. An ARP supplements the Calgary Land Use Bylaw by giving a local policy context and specific land use and development guidelines on which the Approving Authority can base its judgement when deciding on development proposals. While land use districts (zones) and their accompanying rules under the Land Use Bylaw apply uniformly throughout the city, an ARP provides a community perspective to the land use districts within that community. An ARP also provides guidance for the City in undertaking improvements and programs relating to a community.

The planning horizon of the Bowness ARP is 10-15 years. However, the planning period may vary in relation to the general growth trends within the city or to certain specific trends in Bowness. It is important, therefore, that an evaluation of the effectiveness of the ARP in meeting its objectives, be undertaken when circumstances warrant.

The Municipal Government Act (MGA) outlines the purpose and scope of powers for municipalities. The Bowness Redevelopment Plan is a statutory document that designates an area within the city for redevelopment. The Bowness Area Redevelopment Plan (referred to as 'this Plan') must be read in conjunction with the Municipal Development Plan (MDP) Volume 1 and Volume 2 Part 3: The Developed Areas Guidebook (the Guidebook) (see Map 2 for the area that is subject to the Guidebook), the Calgary Transportation Plan (CTP) and other City of Calgary policy and guiding documents, unless otherwise indicated. In the event of a discrepancy between this Plan and the Guidebook, the policy of the Guidebook will prevail.

1.2 Format of the Area Redevelopment Plan

Any changes to the policies or substantive changes to the implementation actions require an amendment to the ARP bylaw with a public hearing and advertising requirements as set out in the Municipal Government Act.

1.3 Study Boundaries

The Bowness community is located on the southwest side of the Bow River in northwest Calgary. As one of Calgary's westerly communities, it is most visible to travellers enroute to Banff or entering Calgary from the west. It is about 690 hectares (1,700 acres), and has 11,065 people (2018 civic census) residing in it.

The Bowness ARP is bounded by the Bow River to the east and north, with the Trans Canada Highway generally forming the southern and western boundaries (Map 1).

1.4 Availability of Municipal Funds for Improvement Projects

Municipal public facilities and improvements proposed in this ARP are subject to the City's capital budget priorities and approval process. Programs recommended in this Plan will be evaluated in relation to the needs of other communities and in relation to city wide spending priorities. Other forms of implementation, such as a variety of planning approvals, are not affected by capital budgets and therefore are expected to occur when applications are received.

1.5 Summary of Policies

The key strategies of the Bowness ARP are summarized below. For the precise wording, please refer to the appropriate section of the ARP.

If there are different interpretations between this summary and the policies of the ARP, the actual policies of the ARP will take precedence.

The 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.” outlines succinctly some of the basic directions of the following policies. The policies outline a combination of qualitative directions and improvements along with a notion of scale.

1. Environmental

Bowness has numerous natural features that are attractive. A number of policies are directed at protecting and preserving these areas. Other policies are directed to sites that may have been contaminated in the past. Lastly, floodway, flood fringe and overland flow policies are outlined.

2. Heritage Conservation

These policies are intended to draw attention to both potential heritage structures and their surrounding landscapes.

3. Transportation

Transportation issues are one of the primary concerns of the community.

Policies have outlined preferred directions, with a focus on separating shortcutting traffic from local traffic.

4. Residential Land Use

The majority of residential land use is placed in a conservation and infill policy, which will maintain Bowness’ role of a low density family oriented community. Other lands are in a policy grouping which allows for low to medium density multi-dwellings.

Through the Main Street engagement, the concept of “Bridge to Bridge” (Shouldice to 85 Street bridges) was put forward by residents as a thoughtful way to sensitively increase density and provide more opportunity for a variety of housing forms along all of Bowness Road.

Another major thrust of the residential policies is to encourage, through a variety of ways, increased maintenance of properties.

5. Commercial Land Use

Five types of commercial land uses were identified in this section. Mainstreet, along Bowness Road has policies which will encourage appropriate redevelopment, along with upgrading plans for the public areas. Bowness Mall has policies which support its neighbourhood functions and also allow for some residential uses. The highway commercial uses along Trans Canada Highway are re-affirmed, as are most of the local commercial uses. Sunnyside Redevelopment, along 69 Street NW has policies to guide redevelopment that complements the Bowness community.

Bowness Mall was identified by residents as an opportunity to allow for local production of small goods or crafts that could be sold on site.

6. Industrial Land Use

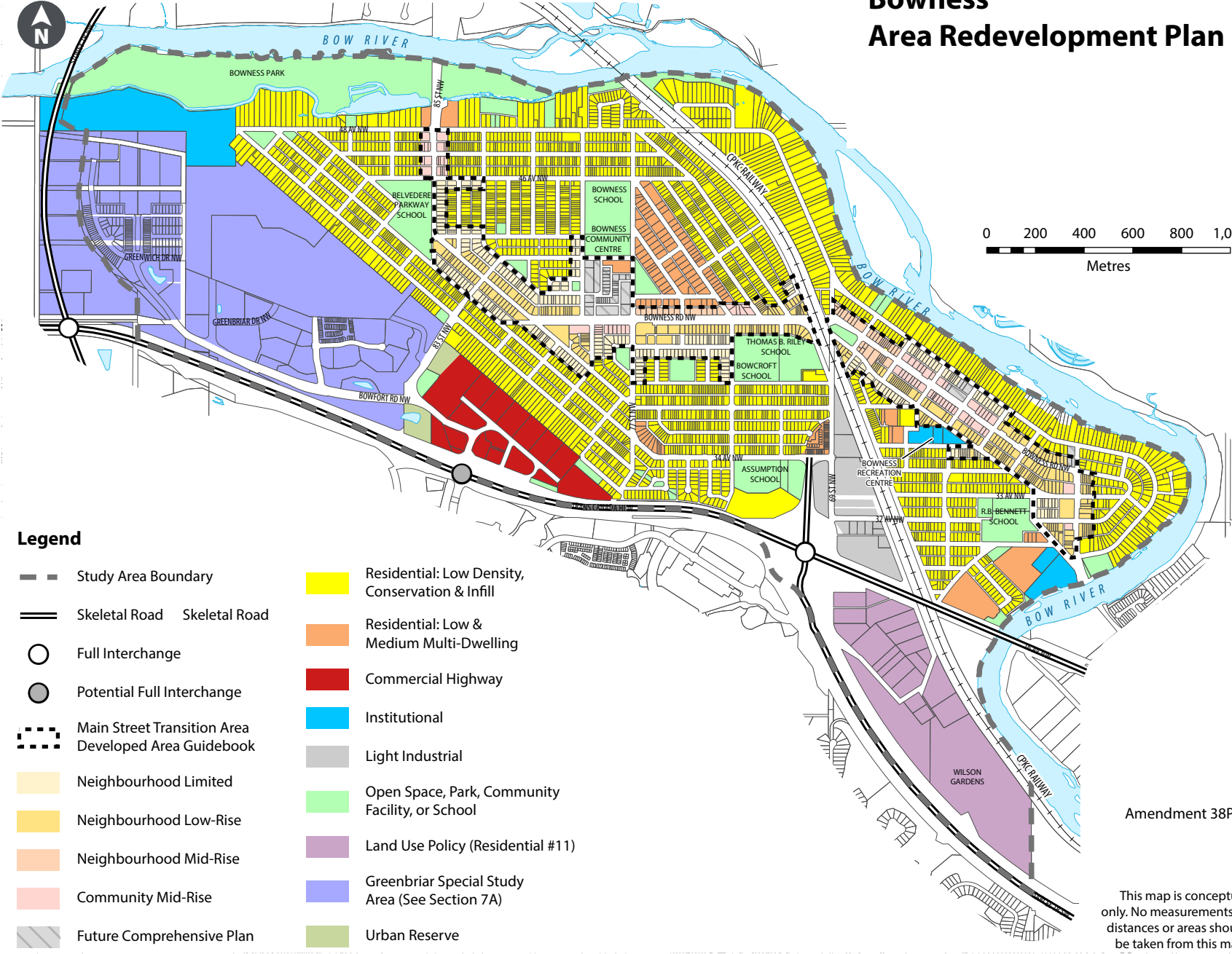
The area adjacent to Sunnyside Redevelopment has been identified as suitable for light industrial uses, and policies outline how such uses can be of benefit to the community.

7. Open Space & Recreation

The primary direction of these policies is to recognize and maintain the natural attributes of Bowness. With regard to Bowness Park, policies outline how, from a community perspective, the park could evolve. Selective upgrading of local parks is also outlined.



Bowness Area Redevelopment Plan



Legend

- Study Area Boundary
- Skeletal Road
- Full Interchange
- Potential Full Interchange
- Main Street Transition Area
- Developed Area Guidebook
- Residential: Low Density, Conservation & Infill
- Residential: Low & Medium Multi-Dwelling
- Commercial Highway
- Institutional
- Light Industrial
- Open Space, Park, Community Facility, or School
- Land Use Policy (Residential #11)
- Greenbriar Special Study Area (See Section 7A)
- Urban Reserve
- Neighbourhood Limited
- Neighbourhood Low-Rise
- Neighbourhood Mid-Rise
- Community Mid-Rise
- Future Comprehensive Plan

Amendment 38P2024

This map is concept only. No measurements of distances or areas should be taken from this map.

2 Goals

2.1 Context

In 1911, John Hextall, the owner of the land which is now known as Bowness, decided to develop a high class bedroom community close to Calgary. He subdivided the land into one acre lots, established a waterworks system and brought in a gas line. He also established a relationship with Calgary by providing the land which is now known as Bowness Park and a bridge over the Bow, in return for Calgary extending its street car line. However, the land boom collapsed at the onset of World War 1, and did not start to recover for 30 years, until the end of the Second World War.

During this period Bowness changed very little and, by 1946, only had 650 residents. However, by 1954 its population had increased 780%, to a total of 5,068. Ten years later, the Town of Bowness, now totalling about 9,700 people, requested that City of Calgary annex it. Bowness continued to grow during the next 29 years, with the exception of the period 1983-86. Its population as of 2018 was 11,065.



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.

2.3 Goals

- Implement the policies of the Municipal Development Plan, the Long-Term Growth Management Strategy and other city-wide approved policy documents in a manner that is sensitive to the goals and objectives of the Bowness community.
- Encourage a diversified population mix, along with a range of residential, commercial, and social facilities to accommodate such a mix, in keeping with the small town atmosphere of the community.
- Encourage any necessary modifications to the community's transportation system that will move regional traffic onto existing and future major transportation corridors.
- Provide residents of Bowness with the skills, methods and opportunities to actively and effectively participate in the development of their community.
- Ensure adequate public consultation occurs whenever changes or impacts within the community are contemplated.
- Ensure all forms of environmental maintenance and enhancement are used in a manner that protects and preserves the natural attributes of the community.
- Ensure all natural areas are used in a manner that embraces their natural beauty and ecological benefits.
- Work towards creating more self-sufficiency within the community in terms of employment, services, and shopping.
- Retain and enhance the low density residential character of Bowness.
- Encourage rehabilitation and renovation of existing structures wherever feasible.

3 Environmental Policies

3.1 Context

Recent years have seen a heightened public awareness and growing concern about the environment and related public health issues. This change in societal values and attitudes has led to a greater public demand for a better quality of life, a better quality environment, and renewed interest in our ecological and cultural heritage.

To this end, 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.

5. The actual escarpment areas along 33 Avenue and 83 Street (Map 3) should be preserved in their natural state.

3.4 Implementation

1. Prior to redevelopment of any site where potential contamination has been suspected or identified, an environmental assessment, prepared by a qualified consultant, may be required by the City during the land use redesignation and development permit process.



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

1. 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.
3. 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.

5.3 Policies

1. Should the road widening setback requirements not be required, they should be removed from the Land Use Bylaw (83 Street from Bowness Road to 33 Avenue and 85 Street from Bowness Road to 48 Avenue NW).
2. Cycling and pedestrian pathways should be further integrated into the existing transportation network in a safe and efficient manner.
3. Adequate signage should be provided to ensure cyclists can follow the approved routes.
4. Future east-west pathway linkages to Greenbriar and Valley Ridge shall circumnavigate the Douglas Fir Historic Site and the privately owned escarpment

lands to the south of 33 Avenue NW.

5.4 Implementation

1. The Transportation Department in consultation with affected residents will consider improvements to:
 - a. 46 Avenue and 83-81 Street;
 - b. 77 Street and 34 Avenue;
 - c. 34 Avenue/Sarcee.

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. Much of the town developed in the period from 1950-1969. Today, low density residential development rings the community with higher density uses located in the core. The high density uses were the result of government initiatives of the 1960's and 1970's. Today, a trend to renovate single-detached houses is much in evidence in Bowness.

About two thirds of the community is designated (zoned) for residential uses, with the vast majority of that being for low density uses. Presently, there are just over 5,500 dwelling units in Bowness. Residential development has been active,

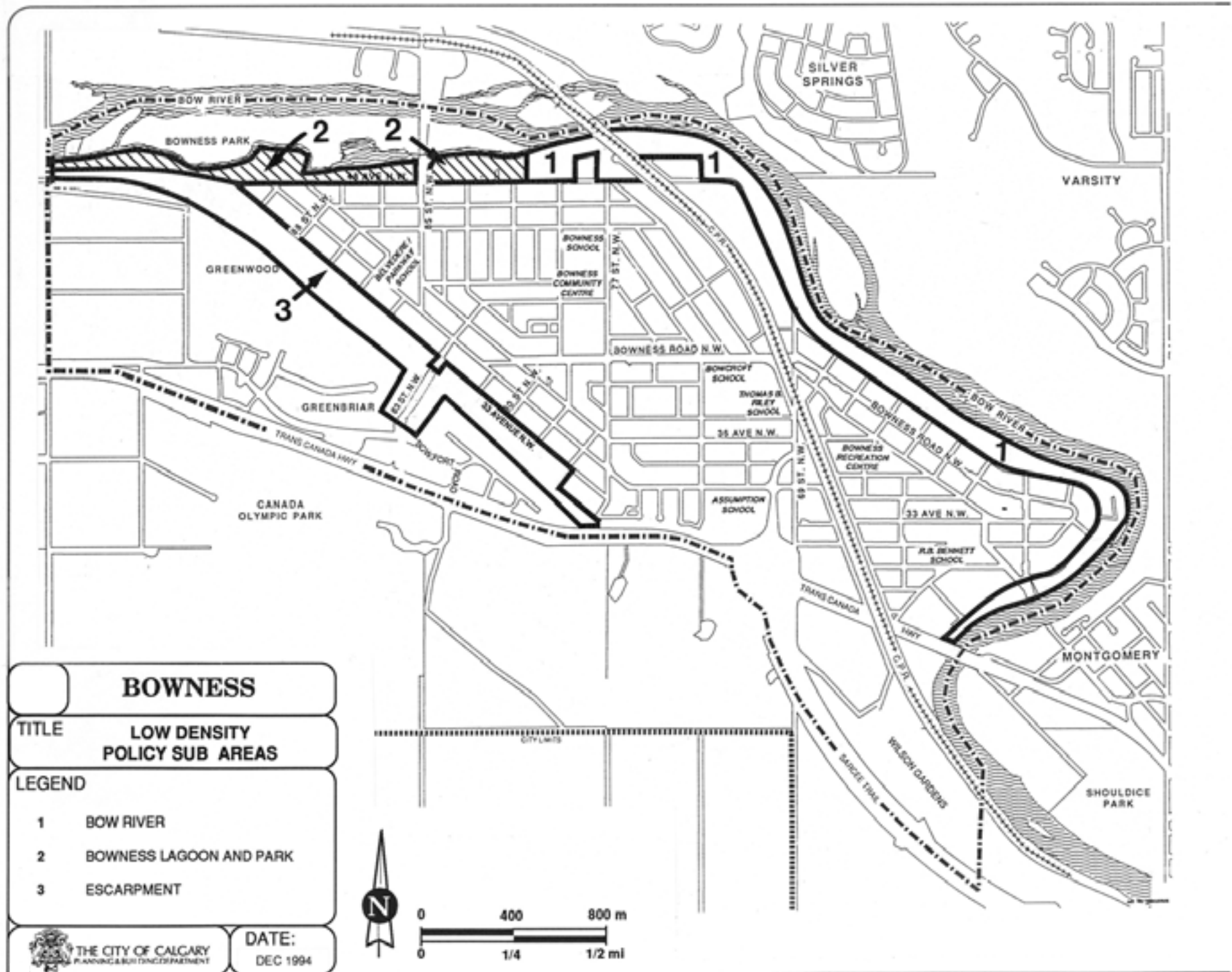
with \$25 million worth of permits being issued from 1985 to 1992. Given the present zoning, an additional 1,800 units could be added to the present stock, if all sites were developed to their maximum density potential. It should be noted that this figure is considered theoretical and unlikely to occur.

In looking at the amount of land dedicated to residential land uses, and the potential to increase the housing stock by about one third, it becomes very important to determine how these increases can be a positive change for the community.

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



Map 3 | Low Density Policy Sub Areas



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. Maintain and provide within the community a variety of housing types capable of accommodating different age groups, household types, and income levels.

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 drop-off areas, except where there is no rear lane.

Where a development permit is required for an addition or redevelopment of an existing residential building, existing front driveways may be retained on lots with rear lane access provided that:

- i. the subject lot has a minimum frontage of 10.7 metres; and
- ii. the majority of the lots on the block face, including the subject lot, have front driveways.

In no case shall a driveway that accommodates a single vehicle be expanded to accommodate two or more vehicles. In situations where the Development Authority has authorized the retention of an existing front driveway, a garage that does not extend beyond the front façade of the house may be incorporated into the design for the redeveloped lot.

- c. When redevelopment on small lots is considered, to enhance the use of the rear yard as a private amenity space, garages should be located within 9 metres of the lane to prevent tandem parking on long driveways.
- d. Private outdoor amenity space should be located in the rear yard where possible. Where this is not possible, such spaces should be screened from public view through the use of landscaping and/or fencing which is compatible with the neighbourhood style.
- 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.
 - i. In addition to the requirements under the Land Use Bylaw, accessory building design should be sensitive to the existing principal dwelling on the site.
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.
 - d. All setbacks and other requirements as outlined in the Municipal Development Plan or Land Use Bylaw related to escarpments and watercourses will be adhered to.
 - e. Given that many lots along Bow Crescent are especially deep, the Approving Authority, when reviewing discretionary use permits for residential uses, shall apply the contextual building depth rule contained in the Land Use Bylaw to ensure that streetscapes are maintained and that adjacent properties are not over shadowed or over viewed with new construction.
6. Vehicular access and on-site parking for 6521, 6523, 6525, 6527, 6529, 6531, 6533 and 6535 36 Avenue NW (Plan 0411835, Block 26, Lot 21 to 28) should be considered from the street only if such access minimizes disruptions and impact on the public sidewalk in terms of driveways, garages, surface parking, landscaping, and waste and recycling enclosures. Shared access for multiple units is preferred, direct vehicle access to the street for individual units is discouraged, and garages should not be visible from the street.
7. Resubdivision or redesignation of existing lands in Wilson Gardens is discouraged unless the application is accompanied by a comprehensive outline plan (to be approved concurrently) that would indicate how the area can be developed to meet the servicing (utilities such as water, sewer and storm), transportation, environmental and other planning requirements of the area. The existing land use designations should remain until completion of such a plan.
8. Utility upgrading and other public improvements may be required as redevelopment occurs, and the costs associated with such matters shall be the responsibility of the developer. Where an infill is under construction, the developer shall have proper regard for the safety and condition of the sidewalk and street. Unsightly or potentially hazardous sidewalk excavations, related to infill construction, shall be minimized. Replacement and reconstruction of the sidewalk, curb, and gutter shall be carried out as soon as possible to minimize disruption to pedestrians.
9. 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.

6.4 Community Spirit and Pride

1. The Bowness Community Association, in conjunction with the City, will develop programs that will encourage residents to maintain and improve their properties. Such programs could include competitions for the most improved properties, landscaping improvements, and group (block) initiatives. Potential assistance could be found with Clean Calgary, the Federation of Calgary Communities (FCC), the Calgary Horticultural Society, and various professional organizations such as the provincial architects and landscape architects.
2. Opportunities to increase home ownership in Bowness to that of the city wide average should be identified and supported.

6.5 Implementation

1. The disposition of small remnant, otherwise undevelopable parcels of City owned land to adjacent residential owners should be expedited where such parcels are surplus to City needs.
2. The disposition of City owned lands presently designated for residential land uses should also be expedited, and such re-use should attempt to maximize housing choices.
3. The Approving Authority will encourage applicants to retain all existing healthy trees and vegetation on site. Such materials that must be removed will be replaced at the discretion of the Approving Authority.



6A Greenbriar Area Land Use

6A1 Context

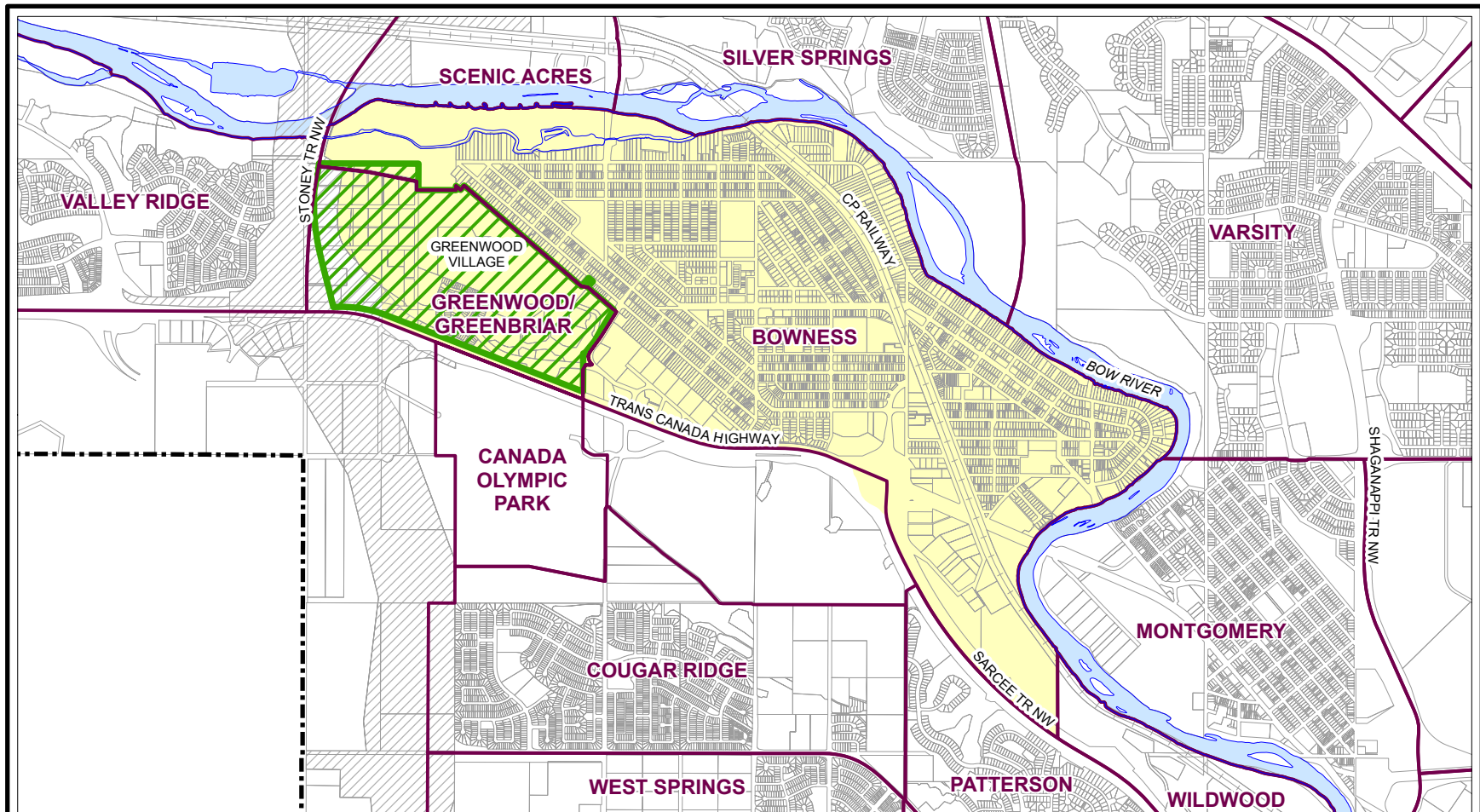
The Greenbriar area – shown on Map 6 Aerial Photo – is bound on the south by the Trans Canada highway, on the west by Stoney Trail, on the north by the Bowness escarpment and on the east by 83rd Street and Bowfort Road. The area is fairly flat, with the exception of the Bowness escarpment and a depression in the south east portion of the site.

As of 2007, approximately two-thirds of Greenbriar is undeveloped. The major use, in the northeast part of Greenbriar, is a mobile home park. Greenwood Village Mobile Home Park consists of approximately 500 mobile home lots, a community centre, and some manicured park space and play areas.

Greenbriar is unique in that, in 2007, most of the area is undeveloped, yet it is surrounded by developed communities and commercial and recreational uses. Map 4 Location and Planning Area Boundary illustrates the setting of Greenbriar. Briefly, it includes:

- North - Bowness escarpment and the Bowness community. At the west end of the escarpment is the Wood's Douglas Fir Tree Sanctuary, a historic resource designated by the Province in 1990.
- West - Stoney Trail expressway and the community of Valley Ridge. Stoney Trail forms part of the provincial ring road, and as such does not offer local access to the community of Valley Ridge or the Greenbriar area.
- East - 83rd Street/Bowfort Road and an established highway commercial district. In addition to the highway commercial district, the regional commercial centres of Crowfoot Town Centre and Market Mall, and a commercial area further east on the Trans Canada serve the Greenbriar area.
- South - Trans Canada highway and Canada Olympic Park. Canada Olympic Park is a training and competition centre and recreation/tourism facility that serves Calgarians, Canada's athletes, and visitors to the city.



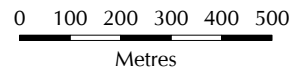


Bowness A.R.P. Greenbriar Special Study Area

Location and Planning
Area Boundary

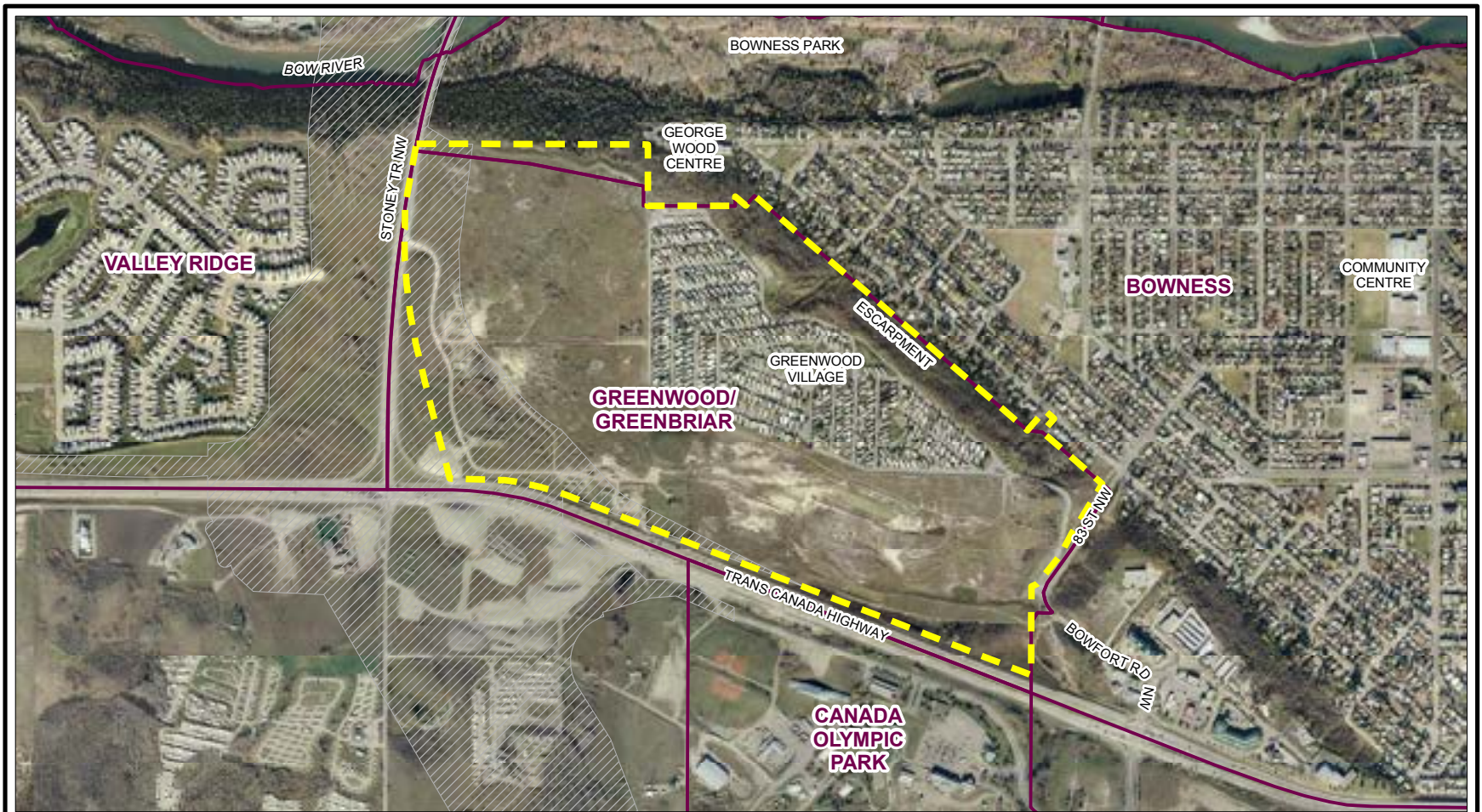
Legend

-  Greenbriar Study Area Boundary
-  Bowness A.R.P. Area
-  Community Boundary
-  Transportation/ Utility Corridor
-  City Limits



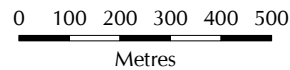
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This map is conceptual only. No measurements of distances or areas should be taken from this map.






Bowness A.R.P. Greenbriar Special Study Area

Aerial Photo



Legend

-  Greenbriar Study Area Boundary
-  Transportation/ Utility Corridor
-  Community Boundary



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This map is conceptual only. No measurements of distances or areas should be taken from this map.

6A2 Objectives

Prime Objective

1. Create a complete community –a walkable community noted for its distinct sense of place, housing choice, and mixed uses intended to meet the basic day-to-day needs of the community.

Secondary Objectives

2. Ensure new development allows for a diverse population mix through a variety of housing forms and services to accommodate needs across the population.
3. Promote connectivity and access within the area for all modes of transportation.
4. Promote excellence in urban design.
5. Create an interconnected open space system of parks, environmentally significant areas, pathways and linear open spaces.
6. Ensure compatible integration with the surrounding community, including Canada Olympic Park, the existing highway commercial area and the greater Bowness community.

6A3 Policies

General

1. The predominant land use in the Greenbriar area shall be residential. Community-oriented commercial, including retail and office uses may be permitted where appropriate.
2. A mix of housing types is preferred. Appropriate residential uses include medium density apartment and townhouse developments, medium-high density apartment style developments, small lot single detached, semi-detached, and mobile home uses.
3. *The minimum residential density in Greenbriar is 21 uph (8.5 upa), to a maximum of 38 uph (15.4 upa) across the balance of the plan area (based on the gross developable area).*

4. Distribution of land uses and densities shall be compatible and appropriate within the context of the area and are to be determined at the outline plan stage.
5. Density is expected to vary across the site to fulfill the requirements for a variety of housing types, but its distribution should follow these basic principles:
 - Ensure that the distribution of density supports a walkable community.
 - Consider placing higher densities within easy walking distance (400 metres) of community amenities, shopping, transit and next to parks where the green open space can provide access for the residents of denser housing forms.
 - In assigning densities, building height and massing for parcels along the Bowness escarpment and areas highly visible from the Bowness and Valley Ridge communities consideration give due consideration to impacts on adjacent existing developments. Consideration should also be given to the visual impact of developments when viewed from the Trans Canada Highway.
6. In addition to the above policies, the maximum densities and allowable building heights for parcels will be based on consideration of liveability of units, shadow and privacy impacts, and general compatibility with the residential context.
7. Vehicular access and parking should be located so as to minimize the impact of parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety. Drive through access to businesses is discouraged.
8. Referral to Calgary Planning Commission:

The first Development Permit within the Mixed Use Village Area shall be referred to Calgary Planning Commission for review and decision with a supporting concept plan for the Mixed Use Village Area.

Bylaw 20P2021

Residential

9. Special needs housing shall be encouraged and supported within the community in order to meet the needs of different income groups and lifestyles. Special needs housing may include, but is not limited to:

- Subsidized housing;
- Affordable housing;
- Senior citizens housing; and
- Housing for the disabled.
- Interim Dwelling Unit Limit

222 Greenbriar Place NW (Romeo and Juliet Site)

10. *The site at 222 Greenbriar Place NW (as identified on Map 6 Mixed Use Village) is a prominent site and known historically as a landmark location. This was the site of Romeo and Juliet Inn and formerly the Bowness Golf and Country Club, which was established in 1912. The following site specific policies reflect the unique conditions of the site and provide additional guidance in the review of any new development.*

- a. *New development should be of high quality design appropriate for a prominent landmark site and include elements such as:*
- *Improved pedestrian and vehicular access and connectivity;*
 - *View sheds and environmental protection;*
 - *Slope-adaptive site and building design measures;*
 - *Building envelope based on street wall definition and minimizing shadow, visual and privacy impact;*
 - *Shared amenity spaces well integrated with surrounding open spaces;*
 - *Storm water management considerations; and*
 - *Climate Resiliency considerations.*

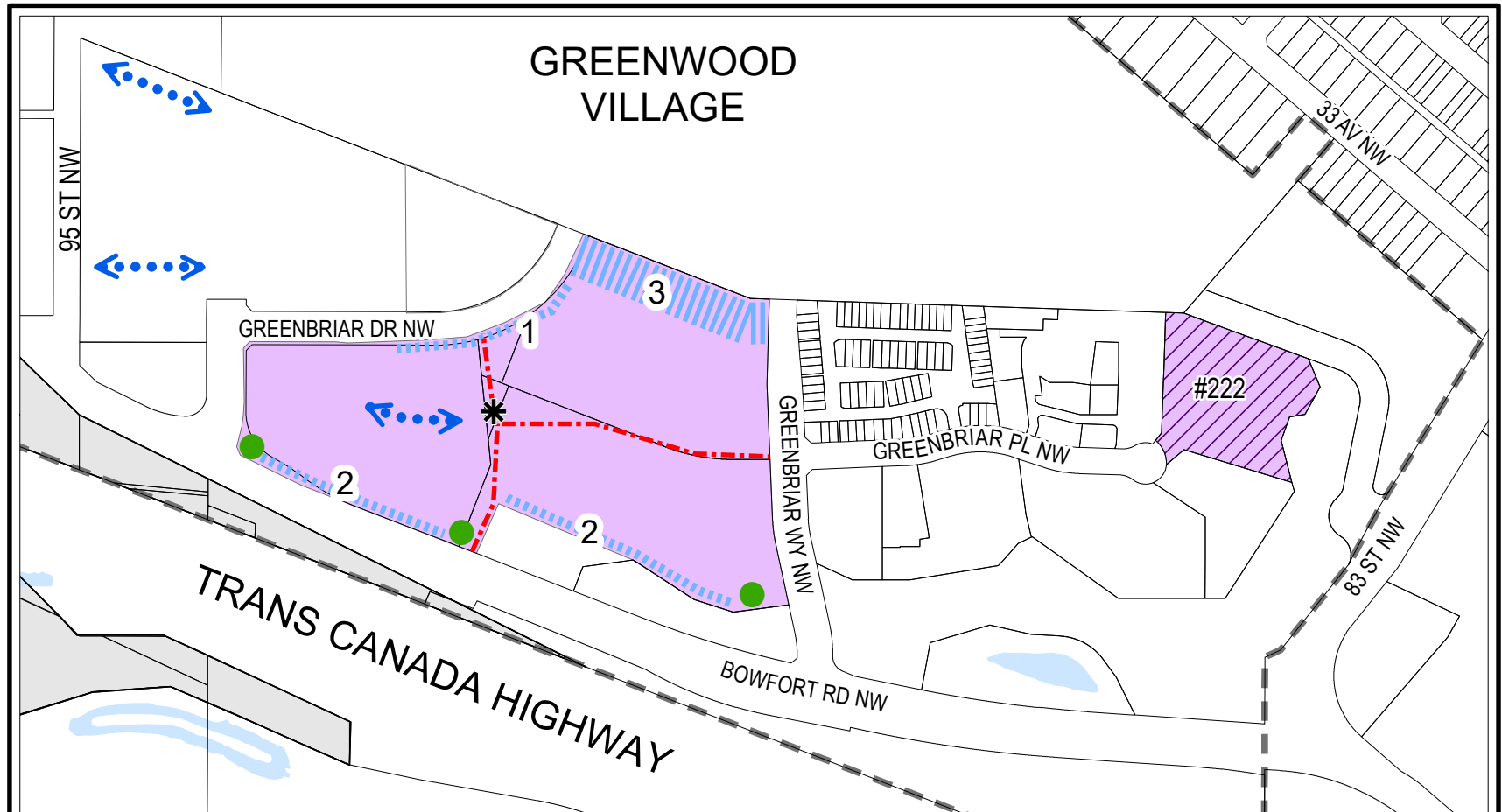
- b. *Development should consider the integration of interpretive elements, commemoration and/or names (ie. building and street name) that acknowledge the historic significance of the site.*
- c. *New development should articulate long building facades to add scale and visual interest. The unbroken length of a façade should be no greater than 15.0 metres. Façade articulation may include a change in material, colour and character. These changes should be associated with a change in depth not less than 1.0 metre.*
- d. *A pedestrian and vehicular connection between Juniper Drive NW and Greenbriar Place NW should be provided. This private street should be designed to include elements such as street trees, sidewalks as well as building frontages and entrance ways.*
- e. *Underground parking access should be integrated into the building design and be located in a manner that would minimize the impact on the pedestrian realm.*
- f. *Servicing, loading functions and building mechanical systems such as air intakes and exhausts, should be strategically located to minimize impact on the pedestrian realm and surrounding development.*
- g. *Development of the site should provide for accessible open spaces that include enhanced landscaping and are designed to complement the surrounding natural areas and pathway system.*
- h. *Development should provide landscaping over what is required in the Land Use Bylaw.*
- i. *As part of the new development, the north sloped area within the property should be rehabilitated or re-established to complement the adjacent natural landscape to the north and east.*
- j. *In alignment with the Calgary Climate Resilience Strategy, the development should incorporate low impact development solutions such as installing a landscaped or green roofing system to manage storm water, and increase the attraction and comfort of the amenity areas and public realm.*

- k. *Development fronting on to the adjacent park lands (Environmental Reserve and Municipal Reserve) should contribute to the public realm through building and site design features such as at-grade entrances and amenity spaces that face the park, and windows that allow for views of the park or open space.*
- l. *Development should minimize shadow impacts on park lands and surrounding residential neighbourhoods through strategic location of buildings and careful distribution of massing and height.*
- m. *Maximum building height relaxations in the Transition Area (as identified in the DC District) may be granted to a maximum of 14 metres, if the future development incorporates architectural and climate resilience features and/or technologies that are deemed by the Development Authority to significantly enhance the visual and functional impacts of the development to its surrounding neighbourhood, such as:*
 - *Enhanced architectural features include building massing, orientation, envelope material or technology and façade design that contribute to a memorable skyline and pedestrian environment;*
 - *Climate Resilience features or technologies include the incorporation of Green Infrastructure, Green Mobility and/or Renewable Energy in alignment with the climate policies of the Municipal Development Plan and Climate Resilience Strategy.*
- n. *Any Development Permit submission should provide:*
 - *A building rendering or massing study from the view location at the northeast corner of 83 Street NW and 33 Avenue NW. The study should demonstrate that the proposed design has minimized visibility from this location.*
 - *Shadow studies and analyses conducted for the following dates and times: June 21 and September 21 at 8AM, 10AM, Solar Noon, 2PM and 4PM.*

Bylaw 26P2020

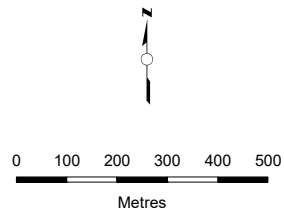
Commercial

11. Commercial uses shall be community-oriented. Commercial uses that are oriented to a regional population shall not be allowed.
12. Commercial development may include grocery and retail stores, live work, office, restaurants, personal service uses, and office supportive uses. High traffic generating uses shall be discouraged.
13. The scale of commercial operations should be compatible with the residential context and should not negatively impact the quality of the residential environment. A compatible interface treatment should be provided.
14. Small scale, locally oriented commercial uses (e.g. less than 1,000 square metres) may be allowed within residential areas where appropriate as a stand-alone use or within a residential mixed use building.



**Bowness A.R.P.
Greenbriar Special Study Area**

Mixed Use Village



- Legend**
- Greenbriar Study Area Boundary
 - Transportation/ Utility Corridor
 - Mixed Use Village
 - #222 Greenbriar Place NW Romeo and Juliet site
 - Entranceway Focal Points
 - Festival Street
 - High Street
 - Pedestrian Connections
 - Transitions / Interface**
 - 1) Central Park
 - 2) Entranceway/South Park
 - 3) Residential

Approved
25P2011
Amendment
26P2020

This map is conceptual only. No measurements of distances or areas should be taken from this map.

6A4 Commercial Core

Mixed Use Village Area

At the heart of Greenbriar is a mixed use village identified on Map 6, that is the hub of activity for the community and a place for residents to meet their daily needs in a walkable and inviting urban space. The Mixed Use Village will provide for a variety of retail, service, grocery market, office, residential and hotel uses in both mixed use and stand-alone formats. The area will be easily accessed by residents, employees and visitors through a series of inter-connected public and private streets, pathways, trails and sidewalks..

1. General Policies of the Mixed Use Village:
 - a. The Mixed Use Village should provide for a variety of retail, service, office, residential and hotel uses in both mixed use and stand-alone formats.
 - b. Office and Residential development in a stand-alone format should be located at the periphery of the site.
 - c. The maximum total area of all retail uses within the Mixed Use Village is 15,000 square metres +/- 1000 square metres.
 - d. Buildings should have a maximum height of 6 storeys, and be located such that shadow impacts on public parks are minimized.
2. General Design of the Mixed Use Village.
 - a. Long, unrelieved frontages and blank walls should be avoided. Building mass should be visually broken up into distinct elements.
 - b. Buildings should provide a variety of architectural and material detail.
 - c. Buildings on corner sites should include architectural features which visually emphasize and define the corner.
 - d. Sidewalks and pedestrian walkways between car parking areas, building entrances/lobbies and the street should be designed with street trees and/or enhanced landscaping

(subject to utility constraints), and be comfortable and accessible to people of all ages and physical abilities.

- e. Loading areas should be located away from and/or appropriately screened from public streets, open spaces and pedestrian walkways.
- f. Consider winter friendly design for comfort, safety, access and aesthetic appeal in the placement of buildings, plazas, cafes, patios and pedestrian seating areas. Sun exposure should be maximized and wind susceptibility be mitigated.
- g. Encourage ground-floor residential dwellings facing a street to provide primary entrances directly accessible and oriented towards the street wherever possible.
- h. Site and building design shall provide active frontages at grade along the High and Festival Street edges.

3. High Street

- a. A private “High Street” will extend from one or more public streets, and is shown generally on Map 6.
- b. All buildings along the High Street should locate retail entrances at grade in a manner that addresses the street and encourages active street frontages.



- c. The High Street should provide for slow vehicular traffic through defined driving aisles, on street parking, wide sidewalks and active building frontages.
- d. The High Street should be designed to enhance the pedestrian experience through such design details as differentiated building frontages, transparent front doors and window displays, active street life and ample seating and patio areas.
- e. On street parking may take the form of angled or parallel parking, where appropriate.
- f. Office and Residential uses along the High Street should be located on the upper floors.
- g. Locate buildings to create a sense of enclosure with attention to terminating vistas and/or prominent view opportunities.

4. Festival Street

- a. A Festival Street will be located within the Mixed Use Village Area, at the location generally identified on Map 6.
- b. The Festival Street is intended to be a vibrant, urban gathering place for the public to enjoy in all seasons, allowing for pedestrian and limited vehicular connections, as determined at the Development Permit stage.



- c. The area should be well defined through building and street edges.
- d. Seating areas along the edges of the space may be incorporated into cafes or patios of retail and restaurant uses.
- e. The Festival Street shall be privately owned and maintained, allowing for the opportunity to close and curate private events for the neighbourhood.
- f. Commercial uses will be supported in the Festival Street in accordance with the Land Use District.

5. Entranceway Focal Points

- a. Provide visually distinctive architecture and site design elements to enhance and emphasize their landmark function at the Focal Points as shown on Map 6.

6. Transition

The following transition types are highlighted on Map 6 as areas of particular design attention:

- a. Central Park Interface

The built form should provide a strong sense of enclosure for the park.

The park edge should be activated, wherever possible.

Access to sunlight should be maximized and shadow impact on the park should be minimized.

Direct pedestrian connection from the Festival Street to the park should be provided.

- b. Entranceway/South Park Interface

Enhance the entranceway area and the South Park interface as shown on Map 6 through well-considered landscaping buffer, as determined appropriate by the Development Authority.

Provide convenient pedestrian access to the South Park and the regional pathway system.

When future opportunities exist, development adjacent to the park is encouraged to address the active High Street

frontage as a priority while bringing visual connectivity, activity, pedestrian amenity and a sense of enclosure to the park wherever possible.

- c. Residential Interface

Provide a sensitive transition between the Mixed Use Village and adjacent low-density residential developments by incorporating a gradual building height transition, street-oriented uses and a landscaped buffer.

Provide maximum building height of 12 metres to minimize shadow and massing impacts to the north.

Open Space

- 7. Design of new development should incorporate a continuous open space through the community.
- 8. Provide publicly accessible pathway connections between Greenbriar View NW and 95 Street NW for pedestrian access to the future development of the west Greenbriar lands.
- 9. Open spaces should be designed to accommodate a variety of activities and provide for the needs of different groups of individuals.
- 10. Open spaces should preserve important natural features.
- 11. Open spaces should reinforce the design of the development.

Community Development

- 12. Uses that provide a sense of community or meet the social and family needs of residents shall be encouraged and supported in the community. These uses may include but are not limited to:
 - Child care facilities;
 - Special care facilities;
 - Recreational facilities;
 - Public organization uses, such as youth clubs;
 - Seniors' care facilities and clubs; and
 - Public and quasi-public uses.

13. Wherever possible and practical, community supportive uses should be located in conjunction with a neighbourhood node or transit facility.

Urban Design

14. Developments adjacent to the Bowness escarpment should be designed to minimize visibility from the greater Bowness community.
15. The entranceway to Bowness from the Trans Canada Highway shall contribute to the enhancement of the city's western gateway.

Interface Planning

Canada Olympic Park is recognized as one of the city's most prominent recreational, educational and family sport program areas. The Canada Olympic Park and Adjacent Lands Area Structure Plan has been adopted by a bylaw passed by Council in 2005. This Plan recognizes the positive opportunities, as well as potential challenges with respect to traffic and light and sound impacts presented by interface conditions with Canada Olympic Park.



16. As determined appropriate, a residential subdivision or development in Greenbriar shall be designed to provide for:

- An appropriate and compatible environment in relation to Canada Olympic Park; and
- The ongoing viability of Canada Olympic Park's operation in accordance with the policies and guidelines contained within this Plan and the Canada Olympic Park and Adjacent Lands Area Structure Plan.

17. Development in Greenbriar should be designed to mitigate light and noise impacts from Canada Olympic Park.

Environmental

18. The escarpment, as indicated on Map 3 of the ARP, should be preserved in its natural state.
19. Wood's Douglas Fir Tree sanctuary is a Provincial historic resource and is recognized as a significant natural area.
20. The City of Calgary will work with developers in Greenbriar to cooperatively protect a contiguous natural habitat.
21. The protection of lands of higher environmental significance within the plan area should occur in a manner that achieves where possible, a contiguous and integrated open space system.
22. Recycling facilities should be provided as required.
23. The developers of new buildings are encouraged to follow the voluntary Leadership in Energy and Environmental Design (LEED) green building rating system administered by the Canadian Green Building Council or to follow sustainable building practices compatible with LEED standards.

Transportation

24. A convenient, safe and efficient routing network should be provided for local and commuter pedestrian and bicycle trips in relation to the site and the surrounding community. The network includes sidewalks, walkways, and pathways, open space and linear park connections.

25. Pedestrian routes should provide for interconnected internal linkages within Greenbriar that avoid major roads insofar as possible, and include:
- Efficient and safe connections for movement to transit service, public facilities and community services.
 - Public roads with sidewalks.
 - Paved and lighted walkways that are short and direct.
 - Other methods satisfactory to the Approving Authority.
26. Community design should attempt to minimize walking distance to transit facilities.
27. The regional pathway should be designed for safe and convenient pedestrian and cyclist connections for crossings to the Trans Canada Highway.
28. Transit service area requirements should be achieved through the provision of efficient roadway connections between residential areas and transit stops; or walkways and transit stops that are situated to improve transit coverage.

6A5 Guidelines

General

- a. For multi-residential and commercial buildings parking should be provided underground. Where surface parking must be provided, it should be well designed and buffered with hard and/or soft landscaping, and be oriented to the rear of buildings or internal to the site. Parking areas should have pervious/permeable surfacing to reduce the visual and environmental impact.
- b. Layout and design of multi-residential and commercial buildings and parking areas shall demonstrate adherence to The City's Access Design Guidelines.
- c. Bicycle parking shall be included for all multi-residential and commercial uses.
- d. A Crime Prevention through Environmental Design (CPTED) review should be carried out on all development permit applications for all multi-residential and commercial uses.

- e. Alternative and varying street standards are encouraged to enhance urban design, walkability and bicycle access.

Residential

- f. New developments must be comprehensively designed and address design considerations such as parking, access, building character and massing, building orientation, impact on adjacent sites, landscaping and private amenity space.
- g. Developments shall address attention to the pedestrian environment:
 - Direct street access to at-grade residential units is encouraged for all developments
 - Doorways, windows and other openings in the façade of a building should be proportioned to reflect pedestrian scale and movement, and to encourage interest at the street level.
 - Long, uninterrupted walls or roof planes should be avoided through articulation of the building façade.
 - Parking and vehicular access should be designed so as to minimize impacts on the pedestrian environment. Vehicular access and on-site parking for residential buildings should be provided from rear lanes wherever possible.
- h. Clustering housing to protect green spaces and environmentally sensitive areas is encouraged.

Commercial

- i. Buildings shall be of a high quality design and support an attractive, safe and interesting pedestrian environment. This can be achieved through:
 - i. Buildings oriented to face the street, with entrances and display windows at the street level.
 - ii. Visual interest through façade articulation, choice of materials and varied setbacks on all facades.
 - iii. Vehicular access, loading bays and on-site parking access from rear lanes.

- j. Buildings shall provide awnings, covered walkways, or other similar weather protection. Agreements between the City and adjacent property owners to allow for the encroachment and overhang of awnings, covered walkways and other similar weather protection should be considered.
- k. Each Commercial Multi-Residential Use within a residential area may have a maximum Use Area of 300 square metres.
- l. Design of commercial sites should contain safe and convenient internal pedestrian routes to buildings and amenities.
- m. Signage and lighting should be designed in a manner so as to minimize the visual impact on surrounding residential uses, as much as possible, without compromising safety aspects.
- n. Office developments should be designed to incorporate adjacent open space as an amenity for building employees.

Calgary Entranceway

- o. Billboards are discouraged.
- p. Development along or directly visible from the Trans Canada Highway should provide for:
 - i. High quality architectural design;
 - ii. Appropriate building height and massing;
 - iii. Suitable interface treatment in terms of yards, landscaping, fencing and screening;
 - iv. Landscaping treatment which supports the “City by the Rockies” theme.
- q. Front facades should incorporate architectural details that add visual interest and reduce the appearance of the building mass and scale. Architectural details may include but are not limited to:
 - i. facade modulation (i.e. building intervals that are stepped forward or back),

- ii. facade enhancement (i.e. vivid colors, distinctive roof forms, innovative architectural features), and

- iii. facade articulation (i.e. horizontal articulation of buildings greater than 7.0 metres in height to reduce visual massing).

- r. All façades visible from the Trans Canada Highway should be architecturally treated to a similar standard as the front façade.
- s. Loading bays, garbage containers, service areas, and parking lots should be located and designed so that they are integrated with the architecture of the building so they are not visible from the Trans Canada Highway, or be suitably screened.
- t. Screening should comprise of a solid fence, wall, berm or landscaping, or some combination, that limits visibility into a site when viewed from the Trans Canada Highway.
- u. High quality landscaping, opaque fencing and berming should be encouraged to provide a buffer between the carriageway and the residential development.
- v. A visual impact statement should be submitted with, as determined appropriate, a land use amendment or development permit application, on lands adjacent to or highly visible from the Trans Canada Highway. The statement should include:
 - i. Perspectives, cross-sections, site plans and other information necessary to evaluate the visual impact of the project from the Trans Canada Highway;
 - ii. Building and site design measures introduced to mitigate the visual impact of the project; and
 - iii. Such other information as determined necessary.

Transportation

- w. Local and regional pathway systems running through Greenbriar are expected to conform to policies approved in The City’s Open Space Plan.

- x. Pathways should be designed in accordance with The City's Access Design Guidelines on barrier-free paths of travel and circulation.
- y. Transit services and facilities in the area shall be designed in accordance with The City's Transit Friendly Design Guidelines, and the Access Design Guidelines.

6A6 Implementation

Approval Process

1. The timing, direction, and extent of development within the plan area shall be determined through the Outline Plan and Land Use Amendment process, which will establish the land use pattern for the area and enable subdivision and development to proceed.
2. Outline plans should demonstrate regard for development of the Greenbriar area as a whole in the planning of open space networks, pathways and circulation, and transition of land uses.
3. In order to ensure that redevelopment occurs in a coordinated manner, and is in keeping with the policies and guidelines contained in this ARP, a comprehensive plan demonstrating connectivity between the subject site and the surrounding lands is required at the Outline Plan/Land Use Amendment stage.
4. In conjunction with a Land Use Amendment application, a site plan, as well as other supporting plans and analysis considered necessary to evaluate the application in terms of its compliance with the policies of this Plan, or in respect to other issues, shall be submitted.
5. Any expenditure for improvements proposed within the Plan shall be funded in accordance with the standard

practice for land development in effect at the time the facilities or improvements are being considered.

6. In conjunction with a Land Use Amendment/Outline Plan application containing retail or office uses, the applicant must submit a commercial analysis showing that the aggregate density for retail and office uses in the Greenbriar area is not exceeded.

Previous Planning Approvals

7. A temporary use that is not specifically identified for a site within the applicable Land Use Area shown on the Land Use Concept map may be allowed provided the use does not compromise the future planned use of the site, and is determined to be compatible and appropriate in the context of the area.

7 Commercial Land Use

7.1 Context - General

Commercial land uses only account for about seven percent of Bowness' land base. However, community image, convenience, and sustainability are all closely related to commercial development and, therefore, become more critical to the positive evolution of Bowness than the actual percentage of land used for commercial purposes would first suggest.

There are a number of distinct groupings of commercial areas in Bowness each with its own historical context and its own specific function. These areas are:

- Mainstreet Bowness (Bowness Road from 62 to 65 Street).
- Bowness Mall, also known as Bow Centre (Bowness Road and 77 Street).
- Highway Commercial (Trans Canada Highway and Bowfort Road).
- Sunnyside Redevelopment (69 Street from approximately 32 to 34 Avenues).



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



refinished, to clearly deteriorated. The wide street, angle parking, and low rise buildings are typical of prairie towns, an image which many people wish to retain.

Among the mix of 38 main floor businesses, approximately ten are auto related (auto service, sales, gas stations, etc.). There are also a number of restaurants and fast food outlets as well as other retail and service outlets oriented to the Bowness community.

As with most local retail strips in the city, Mainstreet developed prior to today's high vehicle ownership levels and the predominant retail position held by suburban shopping malls. The proximity of Market Mall, Crowfoot shopping area and other smaller shopping areas has contributed to the decline of Mainstreet, although there are still many goods and services available which the community takes advantage of. There are opportunities to strengthen the positive role of the street and possibly increase overall sales to Bowness residents through increasing and improving the mix of uses, implementing street enhancement plans (safety and visual) and supporting local business development efforts.

The challenge is to encourage new developments more in keeping with the objectives for Mainstreet while protecting options of the existing commercial landowners. It is clear from commercial rehabilitation exercises in other areas that strong support is needed from commercial landowners if the necessary funding and organization is to be forthcoming to help the needed changes in the area to occur.

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.
3. Encourage new development to contribute to creating a small town atmosphere along Mainstreet.
4. Establish a long term parking strategy to encourage new business development while avoiding unacceptable overspill parking in the residential community.
5. Ensure that the commercial uses and the adjacent housing are as compatible as possible.
6. Improve the pedestrian environment.

7.4 Policies - Mainstreet

1. Bowness Road, from 62 to 65 Street to the lane, is designated as a special character area known as Mainstreet. This area is not to be expanded.
2. Mainstreet is to function as a general commercial area, providing services to both residents of Bowness and to residents in the surrounding communities.
3. Development guidelines to help new development contribute to the attractiveness of the street are established to guide the Approving Authority in making development decisions.
4. New driveway curb cuts are discouraged and efforts will be made to create a continuous pedestrian strip.
5. No new billboard locations will be approved.

6. Residential development may be appropriate above commercial uses.
7. Proliferation of any specific use oriented to a regional rather than local population should be discouraged.
8. Commercial development proposals that attract pedestrian oriented customers, and that support transit service are encouraged.
9. The bylawed road widening setback on Bowness Road should remain a component of the carriageway, however, only for the purposes of accommodating the current angle parking, an integral component of the “mainstreet” concept.

7.5 Implementation - Mainstreet

1. Redesignations will be undertaken to reduce the maximum height and density of new development on Mainstreet. This will reduce the potential impact on nearby housing. The proposed height limits will allow sufficient sunlight to reach the sidewalk areas which will contribute to a pleasant walking environment
2. The Approving Authority will use the following commercial development guidelines in reviewing proposed developments on Mainstreet.

All new uses will be expected to contribute to improvement of the corridor either by the type of service offered or by the quality of design (both whenever possible). Thus a particularly high standard of design will be expected of new vehicle-oriented or other non-locally oriented businesses as outlined below. All new development and particularly those uses which are not locally oriented should provide an attractive face to the street and reflect the following guidelines:

- improvement of the pedestrian environment should be considered;
- strong horizontal elements particularly between different storeys should be included;
- corner buildings should be well detailed and articulated on both streets;
- no side yards (buildings are attached to adjacent structure);

- no new vehicular service doors should be constructed facing onto Bowness Road;
- no new driveway curb cuts (new construction may lose existing curb cuts);
- vehicle access should be from the lane if possible or from Bowness Road but not from both;
- costs of providing sidewalks and lane paving to the development site should be covered by the applicant;
- no banners;
- awning and canopy signage is encouraged and can be backlit;
- small pedestrian-oriented signage is encouraged;
- a sign band should be provided in new developments and major renovations;
- open lots used for storage or display should be screened or designed with a full entry structure;
- new buildings, where possible, should be built to the front property line with the doorways recessed;
- building setbacks should approximate a common setback from the carriageway to facilitate

continuity of building fronts and sidewalks;

- parking lots should provide landscaping while maintaining safety and security for users;
 - front yard parking is discouraged in new developments.
3. The City Administration will work with the Bowness community and the area commercial landowners and merchants to implement street upgrading plans. Such plans should promote the integration of transit service with adjacent development and incorporate upgrading plans for bus zones.

7.6 Context - Bowness Mall (also known as Bow Centre)

Bowness Mall is located on the northwest quadrant of the Bowness Road/77 Avenue NW intersection (Map 4). The 4 hectare (9 acre) site contains a variety of uses including retail, a social services office, Legion Hall, restaurants, gas station, grocery store, and offices. Immediately to the north of this site is a four storey seniors' apartment, the Bowness sports centre/rink and the Bowness High School. The site is rectangular in shape with large predominantly City-owned areas dedicated to parking and roads.



7.7 Objectives - Bowness Mall

1. Improve the health, attractiveness and long term economic viability of the Bowness Mall area given its importance to the health of the surrounding residential neighbourhood.
2. Revitalize Bowness Mall to:
 - improve business in the long term for merchants;
 - attract more quality businesses - provide goods and services;
 - improve the visual attractiveness through upgraded maintenance and landscaping;
 - upgrade exteriors of existing buildings and the addition of new structures.
3. Encourage residential and commercial redevelopment on the site to make better use of the property.



7.8 Policies - Bowness Mall

1. Bowness Mall is to function as a general commercial area providing services to residents of Bowness at a neighbourhood scale, with the following limitations:
 - auto related uses, bingo halls, casinos would be excluded;
 - the minimum size of the commercial component is 10% which must occur at grade;
 - low impact, labour intensive craft, production and fabrication would be allowed in existing buildings if at least 10% of the floor space is dedicated to retail use.
2. Should consolidation and redevelopment of the site be proposed, an amendment to this ARP would be required.
3. Residential development may be appropriate above new commercial construction.



4. Portable signs are prohibited along the 77 Street and Bowness Road edges of the Mall.
5. Uses that create employment (such as offices, light fabrication/assembly and craft manufacturing) and/or provide services (such as retail, personal service and restaurants) to community residents are encouraged.

7.9 Implementation - Bowness Mall

1. No portable signs will be allowed on the public road frontages surrounding the site or in locations designed to be clearly visible from the public roads.
2. The Real Estate & Development Services, a major landowner in the area, will cooperate with area owner initiatives (such as landscaping and parking improvements) designed to improve the Mall. This may include closure and disposition of undeveloped road rights-of-way within the Mall area.
3. The Real Estate & Development Services will also explore, with private landowners, the rationalizing of land holdings. The long term intent is to create more readily developable parcels and return the City-owned land to private ownership without adversely affecting the viability of the existing development.

7.10 Context - Highway Commercial

This triangular shaped area, lying to the southwest of Bowness, is approximately 43 hectares. It is relatively isolated from Bowness and other areas due to barriers created by the escarpment along its northerly boundary, the topography to the west, and the Trans Canada Highway to the south. Two access points exist: Trans Canada Highway at Bowfort Road, and Bowfort Road/83 Street.

Land uses include single detached houses, mini-storage facilities, mobile home sales, a cultural club, retail lumber sales, and typical highway commercial uses (motel, gas service station, fast food outlets). At best, the area could be

said to be in transition. Potential roadway changes in the general vicinity and development to the south and to the west could have substantial impacts on existing and future uses in the area. City Council addressed the issue of access to this area in 1992 and deferred construction of an interchange for 20 years at that time. The community historically and still today opposes a grade separated solution.

The development adjacent to the Trans Canada Highway has evolved into highway commercial uses, generally servicing the travelling public. However, some of those uses do gain clientele from Bowfort Road.

The area adjacent to the escarpment could have substantial negative impacts on the escarpment if care is not taken with new development. Increased runoff, reduction in normal moisture infiltration (which supplies plant life on the slope itself), and visual blight are all potential threats to the stability and health of the escarpment.

7.11 Objectives - Highway Commercial

1. Continue to establish the area fronting the Trans-Canada Highway as a commercial area catering primarily to the travelling public.
2. Integrate the land uses in this area with those to the west and south and de-emphasize linkages to the rest of Bowness.
3. Provide a framework for the orderly evolution of development between the highway commercial uses and the escarpment.
4. Ensure that new developments do not negatively impact on the escarpment lands, vegetation and wildlife.

7.12 Policies - Highway Commercial

1. In the highway commercial area, as defined on Map 7, uses that provide service to the travelling public from the Trans Canada Highway are to be supported.

2. In the area between the highway commercial zone and the escarpment, highway commercial uses that exclude automotive uses should be considered appropriate.
3. New development (including parking/storage) referred to in Policy #2 should be set back from the escarpment at least to the minimum stated in the Municipal Development Plan (60 feet). Any new development should not be a prominent feature when viewed from the valley floor.
4. Redevelopment of the escarpment area is strongly discouraged. Any development that may impact on those slopes may be subject to soil stability/environmental impact studies at the request of development engineering prior to any approvals being granted.
5. Major developments in the highway commercial area will require reinforcement of the existing water system to increase system reliability. This reinforcement will occur upon development of adjacent lands by providing a looped system (two independent feeds) into the commercial area.
6. The City, in conjunction with the Calgary Tourist & Convention Bureau and area businesses, should consider placing appropriate signage to the east and west of Bowfort Road, informing the travelling public of the services available in this area.

7.13 Context - Sunnyside Redevelopment

This area is located on the south eastern edge of the Bowness community. The area lies north of 32 Avenue NW, east of Sarcee Trail, south of a City owned maintenance and storage yard, and west of the Canadian Pacific Railway. The dominant use in this area was the Sunnyside Garden Centre and 15 single family houses immediately south of the greenhouse businesses. The intention is to redevelop the site into a mix of commercial/light industrial and residential uses. The site has high visibility and good access from 16 Avenue and Sarcee Trail, and is one of the gateways into the community. The site should be planned comprehensively.

Industrial/commercial buildings are located south of the site including a Rona Store and associated storage yard fronting onto 16 Avenue (Trans-Canada highway). An elevated ramp (Sarcee Trail) leading onto 16 Avenue provides easy access to a major roadway network. Additionally, the isolated nature of the industrial/commercial area coupled with limited exposure to residential development provides an opportunity for a comprehensive commercial/light industrial and multi-residential development.

7.14 Objectives - Sunnyside Redevelopment

1. To revitalize the Sunnyside Redevelopment site to:
 - provide goods and services (such as retail, restaurants, service and repair) to the community and beyond;
 - improve the pedestrian environment;
 - integrate into the surrounding area; and
 - improve the visual attractiveness.

7.15 Policies - Sunnyside Redevelopment

1. The Sunnyside Redevelopment site shall be a comprehensively planned, mix of uses consisting of residential and commercial/light industrial uses to provide amenities to residents of Bowness and the surrounding communities.
2. Commercial, light industrial or residential and/or commercial/residential should address the street to enhance the public realm, where possible.
3. Large uses such as a supermarket should be located at the 32 Avenue NW and 69 Street NW intersection with associated parking interior to the site.

4. Residential uses
 - a. shall include medium-density Multi-Residential development (such as ground-oriented units and low to medium profile apartment complexes); and
 - b. are encouraged above new commercial construction or may be stand alone residential development.
5. High-density Multi-Residential development may also be considered where appropriate. The following guidelines are to be considered by the Approving Authority in reviewing the merits of discretionary development applications for infill multi-residential development which provides for an appropriate transition to existing adjacent development:
 - a. Building Height
 - i. New development should be a maximum of 35 metres.
 - b. Building Massing and Design
 - i. Building and site design should mitigate adverse impacts on adjacent properties and the community. New developments should consider impacts associated with use, noise, shadowing, privacy, wind and snow accumulation at the development permit stage.
 - ii. A transition in building height, scale and massing should be created between higher and lower intensity development by:
 - Building step backs, stepping down heights within individual buildings and/or other design methods to reduce building mass should be considered for buildings over 6 stories.
 - Building facades at grade should reduce the perception of bulk through greater facade articulation on street facing frontages.
 - Design features such as raised terraces, porches, steps, alcoves, forecourts on landscaping in to provide transition from the public realm to at-grade residences.
6. The appropriate land use designation for the Sunnyside Redevelopment area is a mix of commercial, light industrial and residential uses.
7. Section 8.3 Policies: Industrial Land Use of the ARP is to be considered by the Approving Authority in reviewing the merits of land use redesignation application and discretionary development permit application for light industrial use.
8. A continuous pedestrian network should provide connectivity throughout the site.
9. New development should contribute to the creation of pedestrian-oriented street fronts by:
 - a. aligning buildings to relate directly with the primary pedestrian frontage with the opportunity for lobbies and building entries to be oriented towards the sidewalks; and
 - b. modulating building faces in width, height and finishing materials to visually break up large building walls.
10. Angled parking (where appropriate) should be provided along the pedestrian commercial street with design measures at intersections to narrow the crossing distance for pedestrians. Intersection measures are to be coordinated with the sidewalk design.
11. Development to the west of 69 Street NW should include residential uses.

7.16 Implementation - Sunnyside Redevelopment

1. The site may be considered for an owner-initiated redesignation to DC (C-C2) and M-H2.
2. A parallel application for the closure of a portion of 68 Street NW, 33 Avenue NW and a lane between 33 and 34 Avenues NW should accompany the land use redesignation application.

7.17 Context - Local Commercial

Local commercial uses are intended to provide services and goods to residents in the immediate area. Some local commercial development has been in existence since the building boom of the 1950's in Bowness, and reflects a different time in history. Three such sites, Mary's Corner Store (6104 Bowness Road), Bowest Auto (8305 Bowness Road), and Parkway Store (8604 - 46 Avenue) are three original local establishments. Other local commercial development on 85 Street has also been established over the years.

7.18 Objectives - Local Commercial

1. Allow for continuation of those local commercial uses that provide a range of local services.
2. Ensure that any expansion to the local commercial uses in Bowness is well integrated with adjacent uses and that any potential negative impacts are minimized.

7.19 Policies - Local Commercial

1. Existing local commercial uses should be acknowledged by applying appropriate land use designations.
2. Any further additions to the local commercial uses should be considered only if the following conditions are met:
 - a. The site is located on a collector or higher standard road.
 - b. The site is a corner site.
 - c. Building design responds well to its context with respect to height, scale and massing. Design should also address attention to detail and good quality finishing materials should be used.
 - d. The site provides an adequate five metre buffer from residential uses.
 - e. There is adequate on site parking.

7.20 Implementation - Local Commercial

1. In reviewing development permit applications the Approving Authority will ensure that the design of buildings responds to its immediate context in terms of height, massing, architectural style and detailing.

8 Industrial Land Use

8.1 Context

Industrial uses in Bowness are important for a number of reasons. Firstly, such activities provide employment. Secondly, a number of these uses provide for the purchase of goods, services, or supplies to local residents (as well as many others in the case of the nursery). Thirdly, in keeping with the small-town approach to viewing the community, it is important to provide for a range of uses typically found in a small town. Lastly, there is an extremely limited amount of industrial land in this sector of the city.

Industrial land uses are found in three areas in Bowness. The first area is located adjacent to the escarpment by Bowfort Road. Two wineries operated in this area at one time, but neither are operating as such today. In the same area, a number of self storage facilities operate, as well as one speciality lumber yard. However this first area is evolving to more of a commercial focus. The second area includes the City works yard and lands north of 32 Avenue NW between the CPR line and Sarcee Trail NW. The third area is south of 32 Avenue NW between the CPR line and 69 Street. Uses include a cabinet making business, retail lumber and building supplies, landscaping company, auto and radiator repair business, and wreckers yards.

The following objectives and policies apply to the second area, as the land in the Bowfort Road area is proposed to evolve into more highway commercial uses. It could be debated that a retail building supply centre operate more like a retail use, but given the nature of materials, storage, and other uses, the character of the land uses more closely resembles an industrial one.

8.2 Objectives

1. Provide an opportunity for industrial land uses to locate in an area where they are compatible with each other and to minimize impacts associated with those desirable but at times unpleasant land uses with the rest of the community.
2. Provide guidelines to ensure negative impacts associated with such uses do not unduly affect the environment, adjacent uses, and nearby neighbours, related public health rules and future land use.

8.3 Policies

1. The light industrial policy area is to provide for a range of low-impact industrial and commercial uses which are compatible with each other and do not adversely affect the residential uses, particularly the residential areas planned to the north of 32 Avenue NW.

The following guidelines shall be used in reviewing land use amendment applications and development permit applications for the Light Industrial and Sunnyside Redevelopment Land Use Policy Areas on discretionary uses:

- a. No use or operation shall have an unacceptable impact beyond the site that contains by way of noise, dust, odour, earthbound vibrations, heat, high brightness light sources or air emissions. An environmental impact assessment and/or a health risk assessment may be required during the land use amendment and development permit application process. Auto body repairs and paint shops, certain manufacturing or processing activities such as plastic recycling plants that may cause negative environmental impacts to the adjacent residential use are not supported. Expansion of existing auto-related uses shall be considered on the merit of each application having regard to the quality of site development and its ability to enhance its interface with the abutting uses.

- b. Uses such as retail stores, medical clinics and personal service businesses, that add to the diversity of the area and do not cause undue negative traffic impacts, may be supported. A redesignation to accommodate such commercial uses will not require an amendment to the ARP.
 - c. To provide a better interface with the adjacent uses and to encourage better land utilization, while adding vitality and diversity to the business area, a gross floor area of 1.0 times the site area may be supported for office and commercial development.
 - d. All development shall provide adequate parking in accordance with the Land Use Bylaw requirements.
 - e. Sensitive facade treatment, visual screening and landscaping shall be provided at the development stage to improve the residential/business interface.
2. Outside storage must be located within the property lines and should be screened from view with fencing, setbacks, and/or landscaping.
 3. Redevelopment of any site that contained an industrial use, service station or any other use which may have contaminated the site may be required to undertake an environmental assessment.
 4. The incorporation of residential uses into any industrial proposal is considered inappropriate. However, one caretaker unit may be appropriate depending on the industrial use, but can not compromise the integrity of the industrial operation.

8.4 Implementation

1. Prior to redevelopment of any site where potential contamination has been suspected or identified, an environmental assessment, prepared by a qualified consultant, may be required by the City during the land use redesignation and development permit process.
2. All industrial businesses should be approached by the City to discuss cleanup, landscaping, and potential bylaw infractions.

9 Open Space and Recreation

9.1 Context

The Bow River to the east and north and escarpments to the southwest have provided Bowness with clearly identified boundaries, along with the natural ingredients for a well defined park system. In a recent survey of community residents, the quality of the open space/natural areas and the recreation opportunities available were the most frequently cited reason for living in Bowness. Those comments, in conjunction with the natural amenities, therefore, form the foundation from which the following policies have been developed.

Bowness presently has about 89 hectares (219 acres) of land used for open space purposes. There are four categories of open space:

Type	Gross Site Area	Net/Functional
Active	27.5 ha	17.31 ha
Passive	7.8 ha	7.8 ha
Non-Functional	17.0 ha	-
Regional	36.2 ha	-

The City standard to determine adequacy for open space in older established communities is 1.5 ha/1,000 residents. The open space that is counted is the net active and net passive space, which in the case of Bowness, totals 25.1 hectares. The 2018 population of Bowness was 11,065, which produces a ratio of about 2 hectares for every 1,000 residents.

In addition to general policies, specific policies have been developed for Bowness Park, the environment, and bike/path systems. Bowness Park is the most frequently used park in the community and is classified as a regional facility. Environmentally sensitive areas include the Wood's Douglas Fir Tree Sanctuary (designated a Provincial Historic Resource in 1990), the north facing escarpment lands running from Wood's Home to Wilson Gardens, and the river banks.

These areas provide visual relief, as well as habitat areas and migration routes for a wide range of bird and animal species.

9.2 Objectives

1. Maintain the existing open space system in Bowness in an environmentally sensitive manner.
2. Encourage Bowness residents to play a more active role in the maintenance and improvement of open space and environmentally sensitive areas.
3. Ensure that Bowness Park regains its sense of history while minimizing impacts on the community.

9.3 Policies

General

1. The City and the two school boards, in consultation with community residents should consider joint participation in the upgrading of the six school sites.
2. Tree planting should be used to enhance major roadways and entranceways to Bowness and to screen facilities such as the CPR tracks.
3. The Community Association should consider participating financially with the Parks & Recreation Department and area residents in boulevard tree planting.
4. River access points should be clearly signed.
5. Installation of community identification signs at all entry points to the community should be considered by the Community Association.
6. If any fee simple school sites are declared surplus by their respective Boards, the City of Calgary should consider exercising its right of first refusal in order to maintain strategically located open space in the community.

Bowness Park

7. Any Master Plan prepared for Bowness Park should take into account Bowmont Park and the Baker Center as these three regional park facilities integrated together will offer more than the sum of the individual parks. In addition, Bowness residents, along with other communities and interest groups, should be involved in a participation process appropriate for a regional facility.
8. Parking in Bowness Park should not be expanded but may be reconfigured to maximize useable open space. Additional parking could be provided on the north side of the Bow River. The nodes of parking presently located adjacent to the access road and the parking by the concession area should remain.
9. Should it be determined that overflow parking in the vicinity of Bowness Park becomes too onerous, residents should be encouraged to petition the City to create a residential parking zone for restricted street parking and that such restrictions should be adequately enforced.



10. If removal of asphalt and other incompatible materials occurs, it should be replaced with indigenous species of vegetation where appropriate.
11. Lease negotiations, while maintaining a fair and competitive bid process with private operators of the concession and ride areas, should include consideration of:
 - the operators' willingness to upgrade equipment.
12. The City should assist in the formation of a non-profit group that would be charged with the responsibility for researching and ultimately restoring the ride area on a historically accurate theme.
13. In the long term, the City should consider leasing the concession and ride areas to a local non-profit organization within a fair and competitive bid process.
14. A carrying capacity study should be undertaken for Bowness Park that will determine appropriate use levels in the future. The essence of such a study will



Bowness Area Redevelopment Plan

Open Space & School Sites



This map is conceptual only. No measurements of distances or areas should be taken from this map.

be to ensure that excess use does not degrade the physical and biophysical features of the park.

Environmentally Sensitive Areas

15. The preservation and protection of the Wood's Douglas Fir Tree Sanctuary and Slopes as an environmentally sensitive area will take precedence over any development or pedestrian trail. Given that premise, an environmental impact assessment with full public participation shall be undertaken prior to determining how the area will be managed.
16. The Community Association, in conjunction with area nurseries and Calgary Parks, should develop an awareness and rehabilitation program for those residents whose properties are adjacent to either escarpment lands or river bank lands. Planning and Development, in conjunction with the Community Association, should establish a Neighbourhood Recognition Program which is integral to achieving this.
17. The eastern portion of Bowness Park should be rehabilitated to a natural state, so as to protect the natural vegetation and habitat of the island. No formal pathways should be constructed. Any trails should respect the integrity of the natural areas in such a way so as to prevent negative environmental impacts.

18. Access to the natural area north of Bow Village Crescent should be limited to pedestrians. No formal pathways should be constructed. Any trails should respect the integrity of the natural areas in such a way so as to prevent negative environmental impacts.

Implementation

19. Calgary Parks staff, during the preparation of the ARP, has worked with the Community Association to proactively address a number of tree planting and park improvement items, and will continue to follow up on the actions outlined on Table 1 undertaken as soon as funds/staffing permit..

Table 1: Parks/Open Space Action Plans

		Location	Action/Improvements
Name	Location		
1.	Bowness Community Park	7904 Bowness Road NW	
2.	Bowmont Bow Crescent Park	6368/6368A Bowmont Crescent NW	
3.	Bow Crescent and Bowness Road	5802 and 5820 Bow Crescent NW	Provide benches to enhance park use. Community Association to hold contest to name the park.
4.	Bowview Road and 31 Avenue	6307 Bowview Road NW	Plant a tree.
5.	R.B. Bennett School	6240 - 31 Avenue and 6305 - 33 Avenue NW	Community Association and City to work with School Board to maintain the school grounds, e.g., weed control, lawn maintenance.
6.	Bowness Recreation Centre	6452 - 35 Avenue NW	Install a picnic table or bench.
7.	66 Street and Bowness Road	3825 - 66 Street NW	
8.	Bow Crescent Park	6704 and 6712 Bow Crescent NW	Investigate methods of addressing river safety.
9.	Assumption School and joint use site	7147, 7311 and 7135 - 34 Avenue NW	Plant trees to improve appearance.
10.	Bowcroft and T.B. Riley Schools	3915 - 69 Street and 3940 - 73 Street NW	Plant trees to improve appearance.
11.	Bowcliff	7718, 7731 & 7735 Bowcliff Crescent and 3318 - 77 Street NW	

Note: All parks sites are listed for information purposes, but only some have actions and improvements listed.

		Location	Action/Improvements
	Name	Location	
12.	Crescent		
13.	Parks		
14.	7835 Bowcliff Crescent	7835 Bowcliffe Crescent	
15.	8207 Bowridge Crescent	8207 Bowridge Crescent	
16.	8415 Trans Canada Highway	8415 Trans Canada Highway	
17.	3340 - 83 Street	3340 - 83 Street NW	
18.	8027 - 34 Avenue	8019, 8023, and 8027 - 34 Avenue NW	
20.	MacIntosh Park	7523 - 37 Avenue NW	
21.	75 Street Road Closure	7575 Bowness Road NW	Clean up and plant grass for low maintenance.
22.	8511 and 8515 - 33 Avenue	8511 - 33 Avenue NW	
23.	Bowglen Crescent Park	8108 Bowglen Road NW	Plant a shade tree on the west side.
24.	Bowglen Park	4315 - 81 Street NW	Install garbage can and bench.
25.	Queen Elizabeth Park	4324 - 77 Street NW	Upgrade playground equipment, control garbage and vandalism. Improve landscaping to enhance park use and appearance.
26.	Bowness Senior High School	4627 - 77 Street NW	
27.	82 Street and 44	4603 - 82 Street NW	

		Location	Action/Improvements
Name	Location		
28.	Belvedere Parkway School	4631 - 85 Street NW	
29.	48 Avenue and 89 Street	9015 - 48 Avenue NW	Upgrade garbage cans and benches.
30.	Bowness Park	8844 - 8900 - 48 Avenue NW	
31.	8320 - 48 Avenue	8320, 8508 and 8512 - 48 Avenue NW	
32.	8344 - 48 Avenue	8344 - 48 Avenue NW	Investigate how to prevent adjacent residents using the open space for parking; prevent private encroachment on public lands. Lane closure for consolidation with adjacent open space.
33.	8148 - 48 Avenue NW	8148 - 48 Avenue NW	
34.	Bow Green Crescent NW	160R Bow Green Crescent NW	
36.	4624 - 70 Street NW	4624 - 70 Street NW	

10 School and Community Facilities

10.1 Context

One of the main goals of the ARP is to ensure that the community's role as a low density residential neighbourhood is maintained. In order to achieve this goal, the provision of services and facilities which cater to families is considered essential. Schools, especially elementary schools, are viewed as one of those important services.

Presently, Bowness contains six schools, including one separate elementary/junior high; three public elementary, one public junior high, and one senior public high school. All are open and expect to be operating in the foreseeable future. These schools are currently operating under capacity and as other, new residential communities in the northwest develop, Bowness schools are expected to accommodate some of the growing northwest student population. The original Bowness School Cottage is presently used by the non-profit Bowness-Montgomery Day Care, which is considered an excellent community focused re use.

Should any of these schools experience declining enrolments or proposals for closure, the School Boards have approved policies and procedures to address such issues, in consultation with parents, school staff, and the Community Association.

10.2 Objectives

1. Reaffirm the City's position with respect to the provision of school facilities within the community in accordance with the provisions of the Joint Use Agreement.
2. Minimize the potential negative impact on the community if a school is declared surplus for educational purposes in the future by the Calgary Board of Education or the Calgary Separate School Board.

3. Encourage and facilitate ancillary facilities/services (for example, day cares, before and after school care) that complement school facilities and ensure that such uses are of mutual benefit to the community and the School Boards.

10.3 Policies

1. The use of school facilities by the school, Calgary Parks & Recreation, and the community should be optimized to meet the community's recreational and social needs.
2. In accordance with the provisions of the Joint Use Agreement, if any fee simple school sites are declared surplus by their respective School Boards, the City of Calgary should consider exercising its right of first refusal in order to maintain strategically located open space in the community. When evaluating the site, the City of Calgary should also consider purchase for community related activities in addition to open space.

10.4 Implementation

Upon Council's adoption of this ARP, the City will forward a copy to both the Calgary Board of Education and the Calgary Separate School Board for their reference regarding the City's position with regard to school sites in Bowness.

11 Institutional and Public Service Uses

11.1 Context

There are a number of institutional facilities located in Bowness including the following: the Wood's Christian Home, located in the western portion of the plan area; a fire station, located in the east central portion of the plan area on Bow Wood Drive; two nursing home/geriatric centres; a number of day care centres; and churches of various denominations located throughout the community. Education facilities located in Bowness are addressed under Section 11 of the ARP.

In general, the major issue associated with institutional development is the need to ensure both the physical and social integration of new or expanded institutional facilities with the surrounding community.

The Fire Department has indicated that its long term plan is to replace and relocate the existing fire hall #15 to a site in the vicinity of the Trans Canada Highway and Bowfort Road NW. The existing facility will continue to be maintained until such time as a new facility is constructed and completed. The exact location and timing of a new facility will be the subject of further negotiation and consultation.

11.2 Objectives

1. Accommodate and recognize existing institutional facilities.
2. Ensure that new institutional uses or the future expansion of existing facilities will be developed in a manner which is compatible with adjacent residential and recreational areas.
3. Promote the involvement of institutions in Bowness with the initiatives and programs of the Community Association, area schools, and public and private social agencies and support groups.

11.3 Policies

1. The current land use designations are considered appropriate to accommodate the various institutional uses in the area.
2. Should the existing fire hall site (located at 6328 -35 Avenue NW) be proposed for any use other than a public service use, a land use redesignation application and a concurrent amendment to this ARP will be required.
3. New institutional facilities or any expansion or redevelopment of an existing facility should be compatible with the neighbouring uses in terms of building character, scale, and traffic generation.
4. New or expanded institutional uses which would address identified community needs are encouraged (for example, needs of children, senior citizens, single parents).
5. Proposals for new institutional facilities or any expansion to existing facilities should include consultation with the Community Association and other appropriate public or private agencies, in the initial planning stages, to ensure the physical and social integration of such development into the community.

