



Project overview

The City is planning the future of Calgary's thriving main streets. The Main Streets initiative is going to make policy and land use improvements to the Bowness Road N.W. main streets area, to encourage a vibrant public realm, greater variety of retail and small business, and to increase local services and housing choices. Our team will analyze local input, economic information and infrastructure investments, to make proposed land use redesignations and amendments to the Bowness local area plan.

Your input will inform and influence decisions about growth and land use change in your neighbourhood along the Bowness Road N.W main street area.

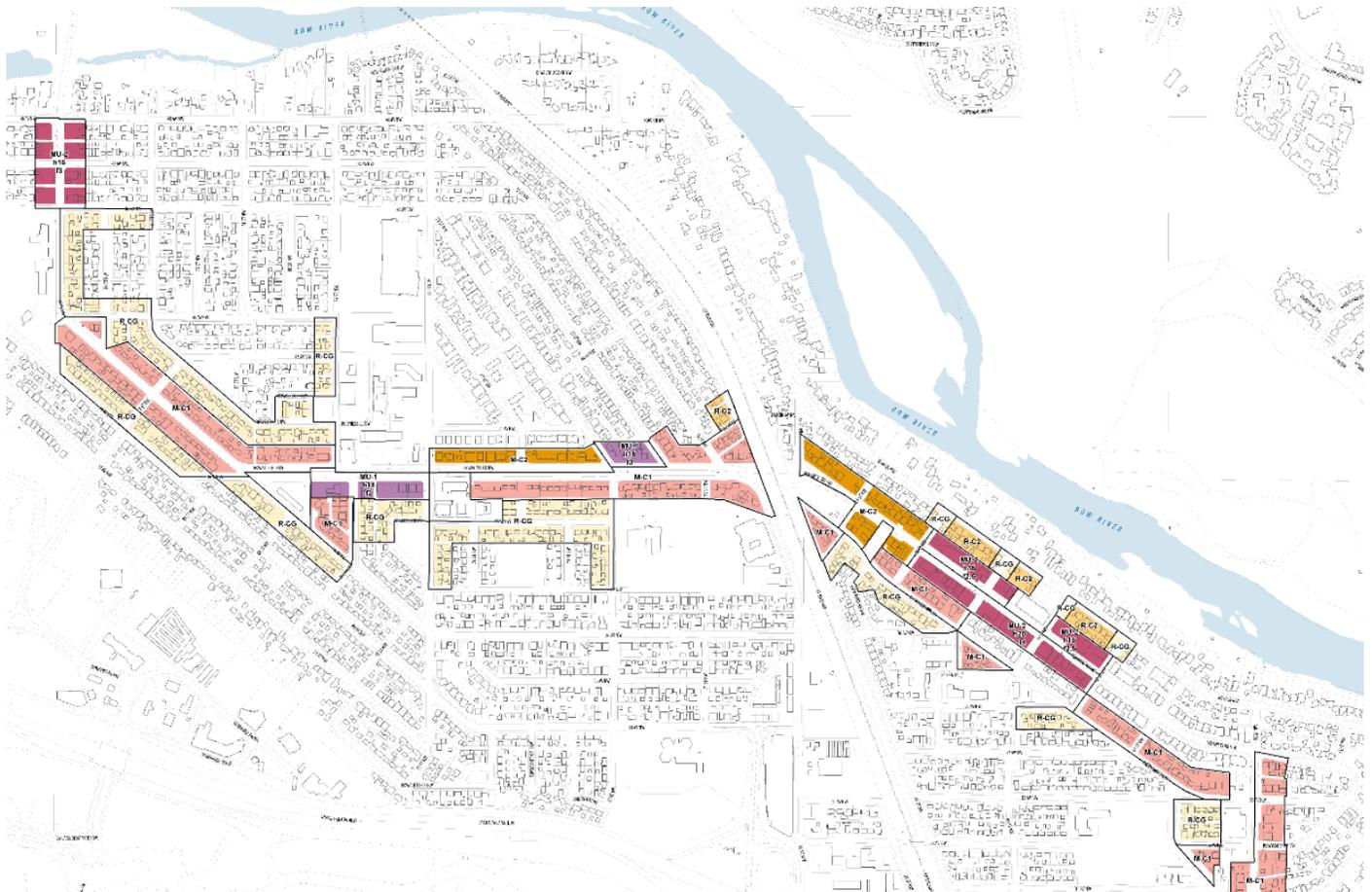
A public workshop in the spring of 2018 provided input on the use of the Developed Areas Guidebook land use categories, the Building Blocks. This input, along with related economic considerations and city-wide and local planning goals, has led to the proposed draft land use district framework (zoning changes). The current "Reviewing Outcomes" phase in the process is an opportunity to review and discuss the planning solutions created by considering all of the input collected during our first session.

Engagement overview

The City held a public open house on Monday, June 11th, 2018 to ask citizens what they thought about the proposal. For those unable to attend the open house, an online feedback form was open June 12-26, 2018 to allow citizens to review the overall proposal and provide input.

What we asked

Stakeholders were presented the following map and then asked the following questions:



The proposed MU-2 Mixed Use - Active Frontage sections along Bowness Road NW could allow a range of building height from four (16m) to six (20m) floors, will be consistent with the current zoning maximums for height. A slight increase in Floor Area Ratio (density) is proposed to allow more flexibility for mixed use buildings, MU-2 requires that the main floor be commercial use. E1 - Tell us what you think of the proposed MU-2 Mixed Use - Active Frontage locations?

The proposed M-C2 Multi-Residential - Contextual Medium Profile sections along and near Bowness Road NW could provide a range of multi-residential housing options, including apartment buildings of four to five storeys. E2 - Tell us what you think of the proposed locations and length of M-C2 Multi-Residential - Contextual Medium Profile? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

The proposed M-C1 Multi-Residential - Contextual Low Profile sections along and near Bowness Road NW could provide a range of multi-residential housing options, including apartment buildings of three to four storeys. E3 - Tell us what you think of the proposed locations and length of M-C1 Multi-Residential -



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Contextual Low Profile? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

The proposed R-CG Residential - Grade-Oriented Infill areas are being considered as a transition area from the higher intensity options along Bowness Road NW and as areas that provide more opportunity for grade oriented housing in the community. This district could provide a range of low density, grade oriented housing options. E4 - Tell us what you think of the proposed locations and length of R-CG Residential - Grade-Oriented Infill? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

The proposed R-C2 Residential - Contextual One / Two Dwelling District areas are being considered as a transition area from the higher intensity options along Bowness Road NW and as areas that provide more opportunity for single detached, semi-detached and duplex dwelling housing in the community. This district could provide a range of low density detached and duplex dwelling housing options. E5 - Tell us what you think of the proposed locations and length of R-C2 Residential - Contextual One / Two Dwelling District? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

The proposed MU-2 Mixed Use - Active Frontage sections along 85 Street NW allow a building height of four storeys (16m) and Floor Area Ratio (FAR) of 3.0. This is an increase allowed height and Floor Area Ratio over the current commercial and residential districts to allow more flexibility for mixed use buildings. MU-2 requires that the main floor be commercial use. W1 - Tell us what you think of the proposed MU-2 Mixed Use - Active Frontage locations?

The proposed MU-1 Mixed Use - General District sections along Bowness Road NW allow a building height of four storeys (16m) and Floor Area Ratio (FAR) of 3.0. This is an increase allowed height and range of uses over the current residential district to allow more flexibility for mixed use buildings. W2 - Tell us what you think of the proposed MU-1 Mixed Use - General District locations?

The proposed M-C2 Multi-Residential - Contextual Medium Profile sections along and near Bowness Road NW could provide a range of multi-residential housing options, including apartment buildings up to four or five storeys in height. W3 - Tell us what you think of the proposed locations and length of M-C2 Multi-Residential - Contextual Medium Profile? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

The proposed M-C1 Multi-Residential - Contextual Low Profile sections along and near Bowness Road NW could provide a range of multi-residential housing options, including apartment buildings up to three or four storeys in height. W4 - Tell us what you think of the proposed locations and length of M-C1 Multi-Residential - Contextual Low Profile? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)



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The proposed M-CG Multi-Residential - Contextual Grade-Oriented District section near Bowness Road NW could provide a range of multi-residential housing options. W5 - Tell us what you think of the proposed locations and length of M-CG Multi-Residential - Contextual Grade-Oriented? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

The proposed R-CG Residential - Grade-Oriented Infill areas are being considered as a transition area from the higher intensity options along Bowness Road NW and as areas that provide more opportunity for grade oriented housing in the community. This district could provide a range of low density, grade oriented housing options. W6 - Tell us what you think of the proposed locations and length of R-CG Residential - Grade-Oriented Infill? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

What we heard

The proposed MU-2 Mixed Use - Active Frontage sections along Bowness Road NW could allow a range of building height from four (16m) to six (20m) floors, will be consistent with the current zoning maximums for height. A slight increase in Floor Area Ratio (density) is proposed to allow more flexibility for mixed use buildings, MU-2 requires that the main floor be commercial use.

E1 - Tell us what you think of the proposed MU-2 Mixed Use - Active Frontage locations?

	Critical Themes	Neutral Themes	Supportive Themes
	<ul style="list-style-type: none"> Concern for increased traffic flow and congestion and a desire for concurrent updated transportation infrastructure in order to accommodate this increase Parking concerns General lack of support for development beyond three stories in height Shadowing concerns Flood related concerns General lack of support 	<ul style="list-style-type: none"> Importance of new development alignment with community character and maintaining the 'neighbourhood feel' Creates a unique development opportunity Desire for a pedestrian friendly focus 	<ul style="list-style-type: none"> General support Support for the set height restrictions



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The proposed M-C2 Multi-Residential - Contextual Medium Profile sections along and near Bowness Road NW could provide a range of multi-residential housing options, including apartment buildings of four to five storeys.

E2 - Tell us what you think of the proposed locations and length of M-C2 Multi-Residential - Contextual Medium Profile? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

	Critical Themes	Neutral Themes	Supportive Themes
	<ul style="list-style-type: none"> Concern for increased traffic flow and congestion and a desire for concurrent updated transportation infrastructure in order to accommodate this increase Parking concerns General lack of support for development beyond three stories in height Flood related concerns 	<ul style="list-style-type: none"> Importance of new development alignment with community character and maintaining the 'neighbourhood feel' Desire to incorporate affordable housing 	<ul style="list-style-type: none"> General support

The proposed M-C1 Multi-Residential - Contextual Low Profile sections along and near Bowness Road NW could provide a range of multi-residential housing options, including apartment buildings of three to four storeys.

E3 - Tell us what you think of the proposed locations and length of M-C1 Multi-Residential - Contextual Low Profile? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

	Critical Themes	Neutral Themes	Supportive Themes
	<ul style="list-style-type: none"> Concern for increased traffic flow and congestion and a desire for concurrent updated transportation infrastructure in order to accommodate this increase Parking concerns 	<ul style="list-style-type: none"> Importance of new development alignment with community character and maintaining the 'neighbourhood feel' Desire to incorporate community spaces/ civic centres within the development 	<ul style="list-style-type: none"> General support



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	<ul style="list-style-type: none"> • General lack of support for development beyond three stories in height • Flood related concerns • Lack of support for increased density 		
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The proposed R-CG Residential - Grade-Oriented Infill areas are being considered as a transition area from the higher intensity options along Bowness Road NW and as areas that provide more opportunity for grade oriented housing in the community. This district could provide a range of low density, grade oriented housing options.

E4 - Tell us what you think of the proposed locations and length of R-CG Residential - Grade-Oriented Infill? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

	Critical Themes	Neutral Themes	Supportive Themes
	<ul style="list-style-type: none"> • Specific concerns with increasing density on Bow Crescent (parking, traffic safety, change to the 'feel' of the area, congestion) • Concern for increased traffic flow and congestion and a desire for concurrent updated transportation infrastructure in order to accommodate this increase • Parking concerns • General lack of support for development beyond three stories in height • Flood related concerns • Lack of support for increased density 	<ul style="list-style-type: none"> • Importance of new development alignment with community character and maintaining the 'neighbourhood feel' 	<ul style="list-style-type: none"> • N/A

The proposed R-C2 Residential - Contextual One / Two Dwelling District areas are being considered as a transition area from the higher intensity options along Bowness Road NW and as areas that provide more



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opportunity for single detached, semi-detached and duplex dwelling housing in the community. This district could provide a range of low density detached and duplex dwelling housing options.

E5 - Tell us what you think of the proposed locations and length of R-C2 Residential - Contextual One / Two Dwelling District? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

	Critical Themes	Neutral Themes	Supportive Themes
	<ul style="list-style-type: none"> • Specific concerns with increasing density on Bow Crescent (parking, traffic safety, change to the 'feel' of the area, congestion) • Concern for increased traffic flow and congestion and a desire for concurrent updated transportation infrastructure in order to accommodate this increase • Parking concerns • General lack of support 	<ul style="list-style-type: none"> • Importance of new development alignment with community character and maintaining the 'neighbourhood feel' 	<ul style="list-style-type: none"> • N/A

The proposed MU-2 Mixed Use - Active Frontage sections along 85 Street NW allow a building height of four storeys (16m) and Floor Area Ratio (FAR) of 3.0. This is an increase allowed height and Floor Area Ratio over the current commercial and residential districts to allow more flexibility for mixed use buildings. MU-2 requires that the main floor be commercial use.

W1 - Tell us what you think of the proposed MU-2 Mixed Use - Active Frontage locations?

	Critical Themes	Neutral Themes	Supportive Themes
	<ul style="list-style-type: none"> • General lack of support for development beyond three stories in height • Concern for increased traffic flow and congestion and a desire for concurrent updated transportation infrastructure in order to accommodate this increase 	<ul style="list-style-type: none"> • Desire to increase the amount of greenspace and public space in the area 	<ul style="list-style-type: none"> • General support



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	<ul style="list-style-type: none"> Do not support increased density 		
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The proposed MU-1 Mixed Use - General District sections along Bowness Road NW allow a building height of four storeys (16m) and Floor Area Ratio (FAR) of 3.0. This is an increase allowed height and range of uses over the current residential district to allow more flexibility for mixed use buildings.

W2 - Tell us what you think of the proposed MU-1 Mixed Use - General District locations?

	Critical Themes	Neutral Themes	Supportive Themes
	<ul style="list-style-type: none"> General lack of support for development beyond three stories in height General lack of support 	<ul style="list-style-type: none"> Desire to incorporate affordable housing Importance of new development alignment with community character and maintaining the 'neighbourhood feel' 	<ul style="list-style-type: none"> General support

The proposed M-C2 Multi-Residential - Contextual Medium Profile sections along and near Bowness Road NW could provide a range of multi-residential housing options, including apartment buildings up to four or five storeys in height.

W3 - Tell us what you think of the proposed locations and length of M-C2 Multi-Residential - Contextual Medium Profile? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

	Critical Themes	Neutral Themes	Supportive Themes
	<ul style="list-style-type: none"> General lack of support for development beyond three stories in height Do not support increased density General lack of support 	<ul style="list-style-type: none"> Desire to incorporate affordable housing Importance of new development alignment with community character and maintaining the 'neighbourhood feel' 	<ul style="list-style-type: none"> N/A



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The proposed M-C1 Multi-Residential - Contextual Low Profile sections along and near Bowness Road NW could provide a range of multi-residential housing options, including apartment buildings up to three or four storeys in height.

W4 - Tell us what you think of the proposed locations and length of M-C1 Multi-Residential - Contextual Low Profile? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

	Critical Themes	Neutral Themes	Supportive Themes
	<ul style="list-style-type: none"> • General lack of support for development beyond three stories in height • Concern for increased traffic flow and congestion and a desire for concurrent updated transportation infrastructure in order to accommodate this increase • Do not support increased density 	<ul style="list-style-type: none"> • Desire for more mixed development • Consider expanding project parameters (for specifics please view verbatim comments) 	<ul style="list-style-type: none"> • General support

The proposed M-CG Multi-Residential - Contextual Grade-Oriented District section near Bowness Road NW could provide a range of multi-residential housing options.

W5 - Tell us what you think of the proposed locations and length of M-CG Multi-Residential - Contextual Grade-Oriented? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

	Critical Themes	Neutral Themes	Supportive Themes
	<ul style="list-style-type: none"> • Concern for increased traffic flow and congestion and a desire for concurrent updated transportation infrastructure in order to accommodate this increase 	<ul style="list-style-type: none"> • General neutral comments 	<ul style="list-style-type: none"> • General support

**Note there were few comments provided to this question. Please read the verbatim section to gain a full understanding of the feedback.



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The proposed R-CG Residential - Grade-Oriented Infill areas are being considered as a transition area from the higher intensity options along Bowness Road NW and as areas that provide more opportunity for grade oriented housing in the community. This district could provide a range of low density, grade oriented housing options.

W6 - Tell us what you think of the proposed locations and length of R-CG Residential - Grade-Oriented Infill? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

	Critical Themes	Neutral Themes	Supportive Themes
	<ul style="list-style-type: none"> • Concern for increased traffic flow and congestion and a desire for concurrent updated transportation infrastructure in order to accommodate this increase • Do not support increased density • Flood concerns 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • General support

**Note there were few comments provided to this question. Please read the verbatim section to gain a full understanding of the feedback.

Next steps

City planners will use local input to evaluate policy and planning options and build a strategy for the success of Calgary’s main streets that achieve Council’s growth objectives. Experts from departments across The City work together to review and consider local input gathered from the Bowness events this spring. The Main Streets’ team also reviews economic research and input from the development industry to understand the market demand, opportunities and challenges in this main street area. A proposed land use framework of new districts (rezoning) and amendments to local Area Redevelopment Plan will be created for review by Calgary Planning Commission and then City Council. Stay informed by checking online or subscribing to our email list.



Verbatim Comments

The following is a record of the feedback received through in person and online engagement.

Please note: Personally identifying information, as well as any portions of comments not in compliance with the City's Respectful Workplace policy are removed from participant submissions, the intent of the submissions remains.

The proposed MU-2 Mixed Use - Active Frontage sections along Bowness Road NW could allow a range of building height from four (16m) to six (20m) floors, will be consistent with the current zoning maximums for height. A slight increase in Floor Area Ratio (density) is proposed to allow more flexibility for mixed use buildings, MU-2 requires that the main floor be commercial use.

Question: E1 - Tell us what you think of the proposed MU-2 Mixed Use - Active Frontage locations?

- I think it is a great idea but being considerate to shadowing of those
- I think it would be a great idea going forward in the development of Bowness. I do hope consideration is done to keep the residential feel and mixing it with some unique development and not too many 6 floor buildings.
- The Westbrook LRT station is almost unusable because of the crime and drug use inside of it. Fix that please. Someone for the love of god fix the Westbrook LRT fiasco.
- Bowness Road is a well-traveled and busy road. Increased density zoning on Bowness Road will only further aggravate the situation unless concurrent transportation infrastructure is implemented. One cannot implementing one without the other.
- This is what you have done to improve areas like Marda loop. All this has created is traffic congestion with density and no parking. The traffic now is out of hand on Bowness road. Shoppers drug mart and all these other box stores have nothing in common
- Increasing density where it flooded seems like a bad idea. Why would the city want to increase the damage risk of a flood?
- I think this is a terrible idea that we are increasing density in an area that we flooded. I with fight this until the end of time.
- Bowness is a small town district. There is NO place for 5 or 6 story buildings in a small town.
- I understand that this rezoning will allow for more pedestrian/neighbourhood friendly buildings. If that is so, I agree.
- Include the following two areas: 1) The commercial area near the Esso at Bowness Rd & 79th. and 2) The old Sunnyside location. Excluding these two areas poses a serious blind spot to the overall plan that should be considered for inclusion.
- I appreciate the proposed MU2 building has a height restriction. My concern is not enough parking for the customers using the shops and the overflow parking will go onto side streets.



- The Westbrook LRT station is almost unusable because of the crime and drug use inside of it. Fix that please. Someone for the love of god fix the Westbrook LRT fiasco.
- That's fine on Bowness Road.
- I really like the idea of adding more Mu-2 locations. Bowness needs more restaurants and retail shops. I live in the area but I always drive over to 17th ave, or Crowfoot to dine because the selection is very lacking in Bowness.
- I think the location and heights are fine. You will need to work with the developers to ensure that the street fronts are pedestrian friendly and that space is available for patios/outdoor spaces associated with the commercial developments.
- Do not support 6-floor buildings along Bowness Road as they are tall to fit into the community. Almost all multi use/residential buildings along Bowness Rd from 85 St to 14 St are no more than 4 levels, mostly 3 floors. Too much shade; too overwhelming.
- Do not support buildings that exceed 4 stories. Not consistent with the nature of the community, too much shade, parking/traffic issues. Montgomery, Parkdale, Hillhurst along Bowness Rd have mainly 2 to 3 storey buildings.
- You can't have everything. Parking will be an issue because the city took away parking for bike lanes.
- You cannot have everything. Parking will be an issue because the city took away parking for bike lanes. Cars are now clogging up the side streets like 61st because they can no longer park in front of their own apartments on Bowness road.
- Six floors is too high.
- MU-2 at the far west portion of Bowness road right before the 85 street bridge is too much....some commercial use would be very beneficial to the west end of Bowness, but that area is already a serious bottleneck w/Bowness park.
- I agree with the length of MU-2 on Bowness road and I'm happy that the building heights are consistent with current zoning maximums on both sides of Bowness Road.
- I do not think this area is suited for greater density. It is close to the preschool and there is already too much traffic in this area. Move it to 77th St and Bowness Road. This area especially Bow Crescent heavily used by cyclists, families and runners.

The proposed M-C2 Multi-Residential - Contextual Medium Profile sections along and near Bowness Road NW could provide a range of multi-residential housing options, including apartment buildings of four to five storeys.

E2 - Tell us what you think of the proposed locations and length of M-C2 Multi-Residential - Contextual Medium Profile? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)



- This is exactly what this area needs and going forward maybe some consideration and development to focus more on senior living style.
- The Westbrook LRT station is almost unusable because of the crime and drug use inside of it. Fix that please. Someone for the love of god fix the Westbrook LRT fiasco.
- Refer to above response. Would not support the initiative without enhanced transportation.
- This is a tax grab for the city with density. Where do the people go for lower cost rentals. This will change the whole feel of what Bowness is about. We now have an multi-dimensional community that houses people from all walk of life. It's actually a joke.
- Increasing density where it flooded seems like a bad idea. Why would the city want to increase the damage risk of a flood?
- There isn't enough parking for all of these people. Where will they park? People already park in front of the park on Bow cres to ride their bikes for commuting and this will be taken away from them. I hope you have a park ad ride plan for them.
- Again we don't want 4,5 or 6 story buildings in Bowness. It wouldn't fit and it would increase traffic.
- I disagree with the height. This is a close-knit neighbourhood and putting in 5 storey apartment buildings destroys the community feel.
- Any multi storey development should consider impacts on parking. All new multiplexes should include adequate underground parking for residents.
- It makes sense to put M-C2 zoning on 66th to 67th on Bowness road because more space for parking on side street and delete MC-2 from 66th to 65th. I'm concerned about the devalue of houses on Bow Cres with rezoning.
- The Westbrook LRT station is almost unusable because of the crime and drug use inside of it. Fix that please. Someone for the love of god fix the Westbrook LRT fiasco.
- I do not think any should be on bow crescent. We cannot handle any more traffic or congestion on that road, which is unavoidable if you increase the density. The bicycle path is on our road in that section. Tons of cyclists use it, of all ages.
- Proposed area is fine but if not taking the South-West end of 67 St , would prefer West end of Bowness Rd be M-C1. M-C2 for half block East of MU-2 on Bowness Rd and North side of Bowwood Dr between 62 and 64 St.
- Buildings more than 4 stories high are not acceptable. Will change the essence of the community and cause potential parking and traffic issues. Not acceptable in any location in the community.
- No more than three storeys, with occasional four storey buildings. Consider parking, traffic issues along
- Again you must consider parking. Also Bowness has enough low income housing and rentals so owner occupied apartments would be better for Bowness. We want pride of ownership in the area.
- Five storeys is too high.
- Concerned about high density right on Bowness road, at 79St as the Bowness mall is unplanned/developed and this will impact any commercial zoning on B.Rd. Will transit increase automatically with the change in zoning to decrease traffic???
- I'm happy with the proposed M-C2 zoning keeping it on Bowness Rd only.



- Completely opposed to this idea for same reasons as per question 1.

The proposed M-C1 Multi-Residential - Contextual Low Profile sections along and near Bowness Road NW could provide a range of multi-residential housing options, including apartment buildings of three to four storeys.

E3 - Tell us what you think of the proposed locations and length of M-C1 Multi-Residential - Contextual Low Profile? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

- I actually feel this is a great option and look forward to see some of the tired and poorly run down existing buildings gone and replaced by hopefully owner occupied residents in apartments. The bridge to bridge option is great the other areas within
- The Westbrook LRT station is almost unusable because of the crime and drug use inside of it. Fix that please. Someone for the love of god fix the Westbrook LRT fiasco.
- Refer to above response. Would not support the initiative without enhanced transportation.
- Decrease MC-1 zoning along Bowness Road. That high density of people would drastically increase traffic and parking. BowWater Crescent is a dead end at one end. If The Jake becomes 6 stories, all of those apartment buildings could also become 6 stories.
- There would be huge parking issue with this many 4 story apartment buildings. People who move to Bowness have vehicles. It's not like East Village or Beltline districts not everyone works downtown. BowWater Crescent is a dead end at one end of the street.
- Bowness will lose its charm and have the traffic and taxes to go along with it. I just hope they are not all leaky stucco nightmares that the city has approved with shotty builders. There will be an entire street of redo's in 7 years. It's everywhere!
- Increasing density where it flooded seems like a bad idea. Why would the city want to increase the damage risk of a flood?
- I think it's way too long and will create much density in this area or Bowness. It's a terrible idea.
- I would like to see that removed from the first stretch of Bowness road, (from shouldice bridge to Mary's corner store) and that area remain as is
- No to increased density in Bowness. We can't get on to Bowness Road as it is.
- Densification is one thing; 4 storey apartment buildings is another. Please honour our neighbourhood as a neighbourhood. This much densification promotes anonymity.
- Great idea
- Dial back the maximum density of 148 units per hectare down to 100. Max height should be 3 stories.
- M-C1 at Bow Cres, Bow Water, Bow Water Cres & 33rd - concern flooding risk and increasing density puts more citizens at risk for flooding. M-C1 at Bow Cres - concern parking for the park will be taken by residents and increase traffic on a bike path.
- The Westbrook LRT station is almost unusable because of the crime and drug use inside of it. Fix that please. Someone for the love of god fix the Westbrook LRT fiasco.



- Same as above. Do not increase density on Bow Cres. The nature and use of the street for cyclists and pedestrians makes it unsuitable for increased traffic and congestion that comes with density.
- Can cover all of Bowness Rd East of 62 St to river. Need to consider how this mainstreet will connect to new development of old Sunnyside GC location and look at this type of development on the connecting streets
- Preference is for no more than three stories. Should be designed with the rest of the community in mind to avoid issues with parking, shading, traffic. Use innovative design and incorporate communal gardens, courtyards, playgrounds.
- No more than three storeys, with occasional four storey buildings. Most multi-residential buildings along Bowness Rd from Bowness to 14 ST are 2 or 3 storeys high. Restrict M-C1 from Bow Crescent to north end of Bowwater to Bowness Rd frontage only.
- This whole concept of densification goes against the small town feel that makes Bowness unique.
- W.Bowness would be better to intersperse zoning eg. high density on corners near existing commercial, and lower R-CG in between. Keep the storeys low, max 3 levels. IMPLEMENT TRAFFIC CALMING/ROAD CLOSURES INTO THE RESIDENTIAL COMMUNITY!!
- I'm happy with the proposed M-C1 zoning locations and don't believe proposed MC-1 area should be increased. Preserving RC-1 zoning is also important to offer affordable single family homes in Bowness too.
- I am opposed to this for same reason as question 1.

The proposed R-CG Residential - Grade-Oriented Infill areas are being considered as a transition area from the higher intensity options along Bowness Road NW and as areas that provide more opportunity for grade oriented housing in the community. This district could provide a range of low density, grade oriented housing options.

E4 - Tell us what you think of the proposed locations and length of R-CG Residential - Grade-Oriented Infill? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

- The Westbrook LRT station is almost unusable because of the crime and drug use inside of it. Fix that please. Someone for the love of god fix the Westbrook LRT fiasco.
- Refer to above response. Would not support the initiative without enhanced transportation.
- Pushing this onto bow crescent where people enjoy the charm of a beautiful street, will be starting what I think the city has in mind. One infill leads to an entire neighbourhood of this junk. Once you're in ... it will be a takeover. I have no trust
- Increasing density where it flooded seems like a bad idea. Why would the city want to increase the damage risk of a flood?
- You ask it if can be increased but what you need to do it decrease it and not do it at all.
- There should not be any increase in population/cars/traffic on Bow Crescent. This is a pathway for bikes, runners, walkers and strollers. There are already too many parked vehicles causing problems. This is also in the floodway so more problems.



- Bow Crescent is a narrow, crowded road that is in a state of disrepair. Vehicles crowd both sides of the road- busily and happily a major walking and bike path. Where will you put the extra vehicles since most households now have two? Already dangerous!
- I strongly object to the proposed zoning changes. The whole of Bow Crescent has a semi-rural ambience about it and these proposed changes will forever change that ambience to a much more urban feel. Any more monster monoliths would be inappropriate
- I have no opinion on this matter.
- R-CG on Bow Cres- flood risk and parking is a concern, as MU-2 zoning will be using the side streets (62nd st, 63 st, 64 st and 65th street and Bow Cres) as over flow parking. R-CG at 32 ave - too big of a pocket of R-CG = no diversity of housing on block
- The Westbrook LRT station is almost unusable because of the crime and drug use inside of it. Fix that please. Someone for the love of god fix the Westbrook LRT fiasco.
- Same as above. No increased density on bow crescent. It is a unique bicycle friendly and bike path area that cannot take more traffic or congestion. Unique situation.
- Again, these should be extended along the identified connector between the new Sunnyside GC development and the Mainstreet
- Do not support R-
- Avoid along Bow Crescent as it alters the river drive quality of this street. Must consider parking to avoid conflicts with current residents.
- Bow crescent is very unique. This type of housing will bring the house prices down. I nothing sacred anymore? I will be requesting permit parking if this happens because parking will be an issue. Higher traffic on Bow cres will make it unsafe for families
- W.Bowness- the areas that are M-C1 should have more R-CG - too much high density/storeys in one area. Keep the properties ground oriented, street directed w/GREEN SPACE to keep a community/small town feel.
- I'm happy with the proposed RC-G zoning including only rezoning corner lots on Bow Crescent NW.
- These would be better situated by 77th St and Bowness Road. Parking is already a problem. Also until the flood plan is finalized and the area affected by the gas leak at the former gas plus station is remediated it is not ethical to allow for more housing.

The proposed R-C2 Residential - Contextual One / Two Dwelling District areas are being considered as a transition area from the higher intensity options along Bowness Road NW and as areas that provide more opportunity for single detached, semi-detached and duplex dwelling housing in the community. This district could provide a range of low density detached and duplex dwelling housing options.

E5 - Tell us what you think of the proposed locations and length of R-C2 Residential - Contextual One / Two Dwelling District? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)



- The Westbrook LRT station is almost unusable because of the crime and drug use inside of it. Fix that please. Someone for the love of god fix the Westbrook LRT fiasco.
- Refer to above response. Would not support the initiative without enhanced transportation.
- Money grab for taxes. Same as above the charm will be lost ... traffic will suck and the parking will be a nightmare. If you go to university to become a planner isn't there something better than this! So ugly and unimaginative. Disaster!
- Increasing density where it flooded seems like a bad idea. Why would the city want to increase the damage risk of a flood?
- Why do we need to increase the density at all...
- Again Bow Crescent is not an area for increased population. Road not built for extra traffic and parking.
- Bow Crescent has no room for the extra vehicles this will bring. It is already dangerous to drive due to lack of visibility and parked cars on both sides of the road, combined with the welcome bikers and walkers. Address the parking issue and we'll talk.
- I strongly object to the proposed zoning changes. 3 storey monoliths across from my house would reduce my property value & change the semi-rural feel of Bow Crescent. No! No! No! Why single out the 6500 block?
- You're not fooling me at all with this one. People with million dollar plus properties along Bow Cr do not want their properties impacted by shadows or density. Get rid of this category altogether. Eliminate the R-C2 category, replace all with R-CG.
- Increased traffic use on a bike path (Bow Cres). Often times you can drive 1 car at a time down Bow Cres as cars are parked on both sides of the street and you have pedestrians and bikers using the space as well. ? ped and cyclist study of use of Bow Cres
- The Westbrook LRT station is almost unusable because of the crime and drug use inside of it. Fix that please. Someone for the love of god fix the Westbrook LRT fiasco.
- The transition is not applicable in this case because there is only one street before the river. That street is a bike path.
- Could be extended along South side of Bow Cr from 60th to 66 St and along connecting route from Mainstreet to new development at the old Sunnyside GC location.
- Support.
- Same as above. Higher density will destroy the uniqueness and value of Bow cres. It is the major route for cyclists despite the inappropriate bikelane on Bowness rd. The increased density will cause more traffic and make it dangerous.
- I'm happy with the proposed R-C2 lots on Bow Crescent NW. This is a good compromise to promote other built forms on Bow Crescent and limiting height/size/density/parking concerns from Bow Crescent residents. Makes sense for proximity to main street!

The proposed MU-2 Mixed Use - Active Frontage sections along 85 Street NW allow a building height of four storeys (16m) and Floor Area Ratio (FAR) of 3.0. This is an increase allowed height and Floor Area



Ratio over the current commercial and residential districts to allow more flexibility for mixed use buildings. MU-2 requires that the main floor be commercial use.

W1 - Tell us what you think of the proposed MU-2 Mixed Use - Active Frontage locations?

- The Westbrook LRT station is almost unusable because of the crime and drug use inside of it. Fix that please. Someone for the love of god fix the Westbrook LRT fiasco.
- Refer to above response. Would not support the initiative without enhanced transportation.
- Why don't you build a nice common area with a greenspace and forget all your tax grab ugly buildings. Somewhere we could have a market and charming restaurants. This is where people would actually walk and feel a sense of community.
- Increasing density where it flooded seems like a bad idea. Why would the city want to increase the damage risk of a flood?
- Terrible idea.
- No to 5 or 6 story buildings!
- No. Stop trying to make Bowness a Marda Loop or Kensington! No No No! We do not want to be a commercial district! Four storey commercial buildings does not equal densification in a residential neighbourhood.
- 4 storey buildings at 47th Ave and 85th Street? What are you guys smoking? This is an insanity. It's time to dial back the volume on your density fetish. Seriously, give your heads a shake.
- What about traffic flow at 48th ave with the dead end?
- The Westbrook LRT station is almost unusable because of the crime and drug use inside of it. Fix that please. Someone for the love of god fix the Westbrook LRT fiasco.
- Its fine on Bowness rd
- Proposed location seems fine but needs to be contingent to the redevelopment of the mall at Bowness Rd and 77 St
- This is fine encourage affordable housing.
- Reduce to three storeys; should be designed so that the entrance to the community is not tunnel-like, e.g. appropriate setbacks, landscaped with courtyards, gardens.
- It is a mainstreet so it is more appropriate for densification as long as parking is available.
- Increasing commercial would benefit W.Bowness BUT! There is already SO much shortcutting of traffic and bottlenecks at 85 street I don't think the community could sustain it. Deal with transit, shortcutting (eg. Bownes to Uof C should NOT take 2 buses/1h)
- I'm happy with the proposed MU-2 designation along 85 street.

The proposed MU-1 Mixed Use - General District sections along Bowness Road NW allow a building height of four storeys (16m) and Floor Area Ratio (FAR) of 3.0. This is an increase allowed height and range of uses over the current residential district to allow more flexibility for mixed use buildings.



W2 - Tell us what you think of the proposed MU-1 Mixed Use - General District locations?

- The Westbrook LRT station is almost unusable because of the crime and drug use inside of it. Fix that please. Someone for the love of god fix the Westbrook LRT fiasco.
- Refer to above response. Would not support the initiative without enhanced transportation.
- With this density and pushing more traffic onto Bowness road is not a solution to the community. The feel of what Bowness is as a small town will be lost. Just so we can pay more taxes and push small business out because they can't afford to stay
- Increasing density where it flooded seems like a bad idea. Why would the city want to increase the damage risk of a flood?
- Opposed to it
- No to 5 or 6 story buildings!
- Does this mean taking out residences and putting up large, mainly commercial buildings? Would you want that beside your home?
- The MU-1 category is so vague as to be meaningless. What does this even imply?
- It looks out of the way from downtown, so does not seem to flow with the design.
- The Westbrook LRT station is almost unusable because of the crime and drug use inside of it. Fix that please. Someone for the love of god fix the Westbrook LRT fiasco.
- It's fine on Bowness rd
- Looks fine but I would consider adding Bowness Rd between 44 Ave and 46 Ave as well as 79 St between Bowglen and Bowness Roads
- 3 storeys max. Mixed income affordable housing please. Use current demographics to make informed decisions.
- Do not support MU-1 mixed use along Bowness Road. Do not increase above allowed height.
- This is SO frustratingly difficult for a layperson to understand /answer. I went to the open house, spent an hour asking questions, I have a B.Sc. STILL battle to answer. This survey will inherently preclude a diverse response f
- Makes sense for area across Bowness Mall. I don't agree with the MU-1 rezoning at 72 street. This will compete with other proposed MU-1 rezoning locations on the main street and across from Bowness Mall. I recommend dropping this down to MC-1 or MC-2.

The proposed M-C2 Multi-Residential - Contextual Medium Profile sections along and near Bowness Road NW could provide a range of multi-residential housing options, including apartment buildings up to four or five storeys in height.

W3 - Tell us what you think of the proposed locations and length of M-C2 Multi-Residential - Contextual Medium Profile? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)



- The Westbrook LRT station is almost unusable because of the crime and drug use inside of it. Fix that please. Someone for the love of god fix the Westbrook LRT fiasco.
- Refer to above response. Would not support the initiative without enhanced transportation.
- How does the city choose what type of building? This concerns me as there are a lot of people who can afford to live in Bowness. Will this push people out of their homes .. maybe rentals?
- Increasing density where it flooded seems like a bad idea. Why would the city want to increase the damage risk of a flood?
- We don't need this we don't have buildings like that In Bowness why do we need apartment buildings it a community not inner city
- No to 5 or 6 story buildings. This is a small town. We have limited ways out of the area in an emergency!
- Quit with the 4 and 5 storey buildings! This destroys the atmosphere of our neighbourhood by promoting anonymity. Don't destroy this neighbourhood by making it into a little downtown.
- Is the cap on stories 4? Is it 5? Make up your minds, and set the cap to 4.
- 3 storey building seem to transition well into the main street of Bowness Road, 5 storeys is not gradual and seems overwhelming.
- The Westbrook LRT station is almost unusable because of the crime and drug use inside of it. Fix that please. Someone for the love of god fix the Westbrook LRT fiasco.
- Location is fine but would consider adding along Bowness Road between 44th and 46th Avenues if not MU-1 (maybe that on the corner of 46th to transition from the MU-2)
- 3 storeys max and offer affordable housing
- Do not support multi residential buildings greater than four storeys and prefer three storeys. Currently, almost all multi-residential housing along Bowness Rd does not exceed 3 storeys.
- What is wrong with single family homes?
- No Comment except of adding 72 street and Bowness Rd instead of proposed MU-1 zoning for that location..

The proposed M-C1 Multi-Residential - Contextual Low Profile sections along and near Bowness Road NW could provide a range of multi-residential housing options, including apartment buildings up to three or four storeys in height.

W4 - Tell us what you think of the proposed locations and length of M-C1 Multi-Residential - Contextual Low Profile? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

- The Westbrook LRT station is almost unusable because of the crime and drug use inside of it. Fix that please. Someone for the love of god fix the Westbrook LRT fiasco.
- Refer to above response. Would not support the initiative without enhanced transportation.
- Increasing density where it flooded seems like a bad idea. Why would the city want to increase the damage risk of a flood?
- Terrible idea.
- There are limited exits from Bowness. We don't want more density.



- Four storeys is not "low profile" in Bowness so is not "Contextual". Be more gentle in your densification plans for our homes.
- M-C1 at Bowness & 83rd needs to consider traffic impacts at this 4 way stop. It already cues up during rush hour. Consideration should be made for transit infrastructure.
- I feel like there is not enough of a mix of zoning as M-C1 zoning can provide a boring appearance and look to the main street, maybe mix it up with other low profile zoning.
- The Westbrook LRT station is almost unusable because of the crime and drug use inside of it. Fix that please. Someone for the love of god fix the Westbrook LRT fiasco.
- Fine
- Looks good. Possible Addition on South side of 41 Ave by 79 St. Would also include more of South end of 84 St at Bowness Rd (preferably all the way to 44 Ave but potentially RCG on 44th Frontage)
- 3 storeys max and offer affordable housing options
- Too much M-C1 especially if most of the development is three or four storeys. Should be broken up with R-C2 and R-CG buildings. Also, must use innovative design when proposing blocks of M-C1 to avoid tunnel and shading effects.
- What is wrong with single family homes?
- No Comment except of adding 72 street and Bowness Rd instead of proposed MU-1 zoning for that location..

The proposed M-CG Multi-Residential - Contextual Grade-Oriented District section near Bowness Road NW could provide a range of multi-residential housing options.

W5 - Tell us what you think of the proposed locations and length of M-CG Multi-Residential - Contextual Grade-Oriented? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

- The Westbrook LRT station is almost unusable because of the crime and drug use inside of it. Fix that please. Someone for the love of god fix the Westbrook LRT fiasco.
- Refer to above response. Would not support the initiative without enhanced transportation.
- Increasing density where it flooded seems like a bad idea. Why would the city want to increase the damage risk of a flood?
- No more density in Bowness. It would change the sm is town atmosphere.
- A little bit vague..."could provide a range of...options".
- I have no opinion or preference on this category.
- No comments.
- The Westbrook LRT station is almost unusable because of the crime and drug use inside of it. Fix that please. Someone for the love of god fix the Westbrook LRT fiasco.
- Fine



- Looks good. Would consider adding for a few lots on 46th to 48th Avenues as a transition from MU-2 zoning.
- These options are unaffordable to most Calgarians. A single row along Bowness Road is fine, but the u-shape is too far into the community especially around 77 Street. I get it's happening, and most are already rc-2 zoned.
- Eliminate M-CG, not necessary
- Leave Bowness alone.

The proposed R-CG Residential - Grade-Oriented Infill areas are being considered as a transition area from the higher intensity options along Bowness Road NW and as areas that provide more opportunity for grade oriented housing in the community. This district could provide a range of low density, grade oriented housing options.

W6 - Tell us what you think of the proposed locations and length of R-CG Residential - Grade-Oriented Infill? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

- The Westbrook LRT station is almost unusable because of the crime and drug use inside of it. Fix that please. Someone for the love of God fix the Westbrook LRT fiasco.
- Refer to above response. Would not support the initiative without enhanced transportation.
- Increasing density where it flooded seems like a bad idea. Why would the city want to increase the damage risk of a flood?
- This is fine if we keep to normal house height and it's out of the flood zone
- No more population and cars in Bowness!
- This is up to the residents in this particular area.
- This seems reasonable.
- No increase.
- The Westbrook LRT station is almost unusable because of the crime and drug use inside of it. Fix that please. Someone for the love of God fix the Westbrook LRT fiasco.
- Fine
- Looks good. Would consider extending along 46 Ave between 77 St and Bowness Rd and South along 83 St towards the escarpment.
- These options are unaffordable to most Calgarians. A single row along Bowness Road is fine, but the u-shape is too far into the community especially around 77 Street. I get it's happening, and most are already rc-2 zoned.
- Reduce proposed M-C2, M-U1 and M-U2 zoning and increase R-C2, R-CG and M-CG zoning along the length of Bowness Rd in this community. Too many zoning changes proposed at one time; should be introduced in stages.
- The odd infill is okay but we don't need a streetful.