

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 re-designations and amendments to the Bowness local area plan.

The Bowness Road N.W. main street is located in the community of Bowness, currently from Bow Crescent to 60 Street NW. Bowness Road was recently upgraded as a "Complete Street" with a bike lane installed between 48 Avenue and 70 Street NW. The Bowness Road N.W. commercial strip is the symbolic civic, commercial and social heart of Bowness. The broad street with angled parking and a low-scale collection of vernacular 1930s-60s commercial buildings, reflect Bowness' image of an independent prairie town distinct from other commercial streets in Calgary.



Engagement Overview

The input gathered will inform and influence decisions about growth and land use changes in the neighbourhood along the Bowness Road N.W. main street area, and potentially from 85 Street N.W. bridge to Shouldice bridge.

The part one "Discussing Opportunities" session was looking for input on the following:

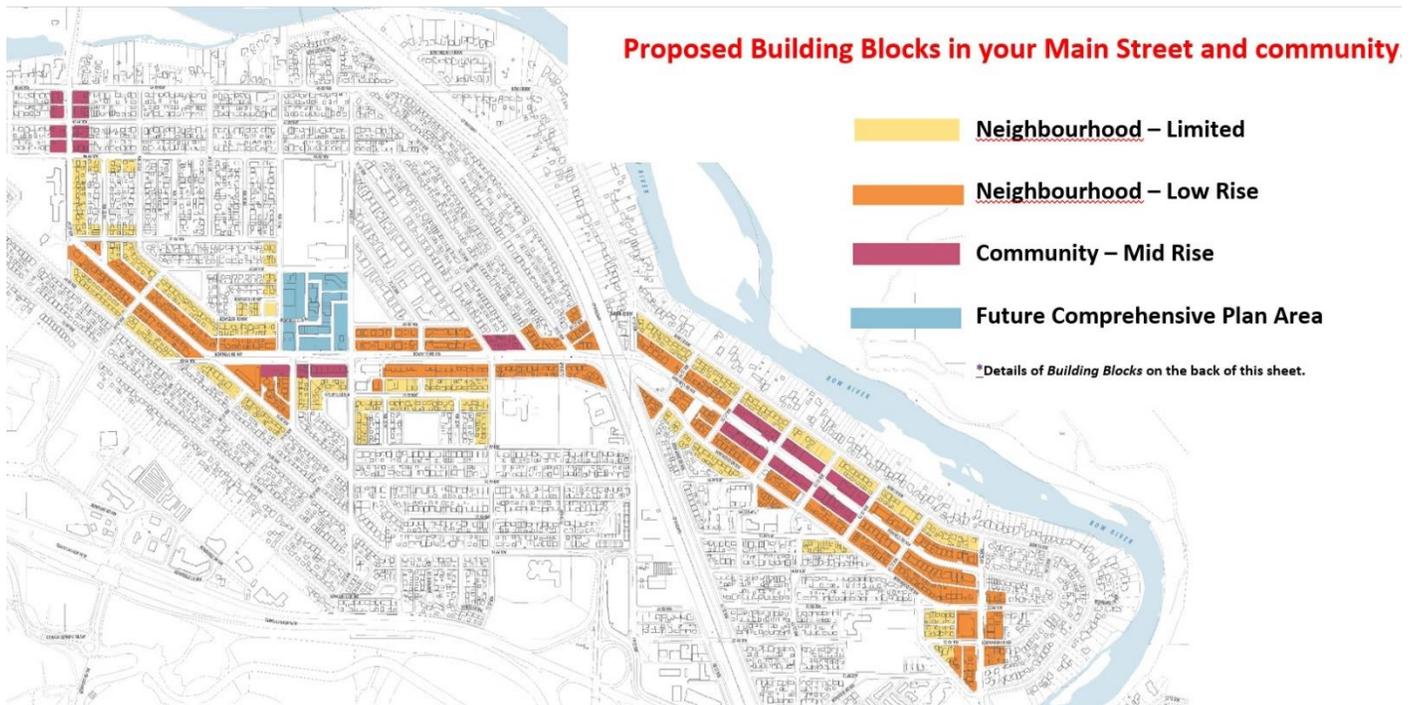
- Residential and commercial development types along the main street
- Residential transitioning from the main street to surrounding streets
- How far along the length of Bowness Road N.W. should be considered
- Where retail/commercial development is appropriate and desired

The public engagement event was held Monday April 16, 2018 at the Irish Culture Society building. A total of 82 people attended the event. The online opportunity was open from April 16 to May 1, 2018, with a total of 365 site visitors.

The part two "Reviewing Outcomes" session, scheduled for June 11, 2018, will review and discuss the planning solutions created by considering all of the input collected during the part one session.

What We Asked

To capture a balanced understanding of stakeholder input, the project team focused on questions around the placement of three types of building blocks showed on a map the full length of Bowness Road N.W.:





Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

The following questions were asked online and through table facilitation at the in-person event:

- 1) The proposed **Community – Mid Rise** sections along Bowness Road NW would provide retail/commercial main floors with either residential or commercial above. Tell us what you think of the proposed locations and length of Community - Mid Rise use? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)
- 2) The proposed **Community – Mid Rise** sections along Bowness Road NW could allow a range of building height from 4 to 6 floors. Tell us what you think of the proposed of the Neighbourhood – Low Rise locations?
- 3) The proposed **Neighbourhood – Low Rise** sections along Bowness Road NW could provide a range of multi-residential housing options. Tell us what you think of the proposed locations and length of Neighbourhood – Low Rise? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)
- 4) The proposed **Neighbourhood – Limited** areas are being considered as a transition area from Bowness Road NW and could provide a range of low density, grade oriented housing options. Tell us what you think of the proposed locations and length of Neighbourhood – Limited? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)
- 5) The **Future Comprehensive Plan Area** could be redeveloped in the future. Tell us what would benefit the community when reviewing this use of this area? (e.g. Features such as Pathway connections though site and development such as daycare or a library?)
- 6) The Main Street length has been extended to include all Bowness Road between the bridges. Tell us why you think this is a good idea or if you have any concerns?

During the in-person engagement event, stakeholders were able to workshop these different perspectives with a facilitator on a map.

What We Heard

Participants were mostly in support of the proposed building blocks and the extension of the land to include all of Bowness Road N.W. Residents along and near Bow Crescent N.W. expressed concern over the increased density on the north side of Bowness Road N.W. The concerns for the east side of Bowness included flood preparedness, parking and traffic issues, building height and density that did not fit with single family homes, and impact to property values. There was also some concern over the proposed Community Mid-Rise sections near 85 Street N.W. bridge and between 72 and 73 Street. Most participants were very supportive of the re-development of the future comprehensive plan area.



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

- For a detailed summary of the input that was provided, please see the [Summary of Input](#) section below.
- For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section below.

Next Steps

- Part two “reviewing outcomes” session is scheduled for Monday June 11, 2018 at the Irish Cultural Society building



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

Summary of Input

The following are the most frequently heard themes from each question/topic area:

- 1) The proposed **Community – Mid Rise** sections along Bowness Road NW would provide retail/commercial main floors with either residential or commercial above. Tell us what you think of the proposed locations and length of Community - Mid Rise use?
 - Participants were mostly in support of the proposed locations
 - Some participants were hesitant about the locations near the 85 Street Bridge and the locations between 72 and 73 Street as they are not historic or current commercial areas
 - Some concerns were expressed about parking and traffic on the east side of Bowness, and how future development will address flooding
- 2) The proposed **Community – Mid Rise** sections along Bowness Road NW could allow a range of building height from 4 to 6 floor's. Tell us what you think of the proposed of the Neighbourhood – Low Rise locations?
 - Participants were mostly in support of lower height of 4 floors rather than 6 floors
 - Some concern expressed about 6 floors on both sides of Bowness Road on the east side of Bowness
 - Some concern about shadowing of properties on the north side of Bowness Road on the east side of Bowness
- 3) The proposed **Neighbourhood – Low Rise** sections along Bowness Road NW could provide a range of multi-residential housing options. Tell us what you think of the proposed locations and length of Neighbourhood – Low Rise?
 - Participants were mostly in support of the proposed locations
 - Some concern expressed about height and transition to single family homes
 - Some concern expressed about parking and traffic with too much density
- 4) The proposed **Neighbourhood – Limited** areas are being considered as a transition area from Bowness Road NW and could provide a range of low density, grade oriented housing options. Tell us what you think of the proposed locations and length of Neighbourhood – Limited?
 - Participants were mostly in support of proposed locations except between 60 and 67 street on the north side of Bowness Road
- 5) The **Future Comprehensive Plan Area** could be redeveloped in the future. Tell us what would benefit the community when reviewing this use of this area?
 - Participants were mostly in support of higher density and height with mixed use development
 - Participants identified some public / open space would be beneficial within the site
- 6) The Main Street length has been extended to include all Bowness Road between the bridges. Tell us why you think this is a good idea or if you have any concerns?
 - There is general support to address the full length of Bowness Road with some concerns:
 - The flooding potential in the east side of Bowness
 - The capacity of the Bridges to support traffic
 - General traffic and parking concerns with long term density increase
 - The impact to single family homes if higher building approved to be build next door



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

Verbatim Comments

1) The proposed Community - Mid Rise sections (RED) along Bowness Road NW would provide retail/commercial main floors with either residential or commercial above. Tell us what you think of the proposed locations and length of Community - Mid Rise use?

Appropriate
I agree with the length and placement
Good
Would not like to see anything higher than 4 stories throughout the community.
I agree with the 6 floors - main floor retail / commercial and the above floors residential.
This area is sufficient for the proposed use. Many rise buildings already in this area.
I like keeping the mid rise sections compact as depicted here - it will define the heart of Bowness.
6 Story multi-use should fit in with the small town destination use of the village.
I support the proposed locations and I support increasing the length of use.
Length can be doubled at least
I think the geographic extent is appropriate but object to the height
like it. correct length. height not more than 4 storeys
Yes good, I think there could be more mid rise. Densification of the subsidized housing on south side between 73rd & 76 would make a lot of sense also (is that property Calgary Housing Corp?)
That seems fine, except for the section 3 blocks west of the train bridge.
The proposed mid rise use in the area of 60 st to 67 st NW along Bowness Rd seems inappropriate. This is an area the City is actively telling current residents on Bow Cres NW that they are living in a flood plain/flood way and will experience a catastrophic flood at some point. So why one department of the City is trying to increase residents in this area seems like the departments are not talking
location fine
it could be longer.
Bow Cres from 60-67th is not good! In fact terrible, its in the flood fringe where Ward Sutherland said they dont want to increase density. BIG PROBLEM AREA!! A new berm may make the problem worse inland if upstream reservoir expansion is not completed. Also, Bow Cres is a bike and running path and not good for increased vehicle traffic - Bow Cres needs work and expansion AND PAVING here first
The plan makes good sense.
The charm of Bowness is that it isn't like other communities. It does have a small town feel. I don't think that big stucco boxes with retail will keep this architectural design. As the taxes are raising now small business's are struggling to survive. We don't want Shoppers drug mart etc. I've lost confidence in the city approved projects that have had to be redone due to stucco problems / Notable
Everywhere is good location except between 72-73rd does not seem necessary



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

Extend the red the entire length of bowness rd through Montgomery from 15th Avenue to 19th Avenue inclusive
I am concerned about the increase traffic and parking. I agree with the concept as long as these two important issues are dealt with.
I'm not opposed to this on bowness road and south of bowness road. What considerations are being put into how this will affect traffic density with more pedestrians along the road? Please put up more stop lights between the west end of bowness road and the commercial locations or this is going to be dangerous.
It is important to keep the existing mid rise areas. The ones west of the tracks seem new to me, and appropriate.
I think speed limits should be lowered in these locations. The western part of Bowness Road by the Bownesian I used to call " Corner Store heaven"and I reckoned since there was residential to the south & pedestrians - It definitely OUGHT to have a lower speed limit. 40 at least.
I think the locations along the north side of Bowness road are unthinkable. The back yards of the people living on Bow Cr. will be in shade most of the time. Who asked for these changes?
I am not in favour of the mid rise sections east of the train tracks as it would increase noise, traffic and parking issues on Bow Crescent. Homes that back onto the alley adjacent to these mid rises will loose sunlight in their desirable south facing back yards.
Love it - don't be afraid to allow even higher densities along this road. And make sure transit services the area frequently.
location is good
ok location
mid rise ie less then 4 storey would be acceptable within the pink area
not sure about the red location near bowness park? Would be concerned about traffic.
I can maybe see the downtown Bowness area being suitable for mid-rises, but I would be opposed to a higher mid-rise at the 47th ave/85th street, as it is more residential/low rise buildings. I think it would increase traffic in that area significantly, and it already gets busy enough with park traffic.
I would love to see more mid rise along the entire bowness road area. I think the aging buildings and growing comunity this would be an asset.
I'm the number one selling real estate agent for 31 years in Bowness and Montgomery. The proposed plans to upgrade density is if fine without proper planning is bad. You have taken away driving lanes while increasing density. Less is more. They added centre medians to our streets adding the confusion. The hieght increase will shadow Bow cres. The acceptable should only be 4 storeys.
location is fine.
the location of 85 st and 47 ave should not have any mid or high rise development, its not needed in this area
location looks good
The charm and character of "main street" Bowness would be greatly diminished if ~3 blocks of 6 storey buildings were to replace the mostly 1-2 storey buildings. Increasing the density this much in a confined area would significantly impact the parking and access along mainstreet. I think the density is too great. Midrise should be replaced with lowrise.



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

location is fine.
location is fine
Up to 6 stories is too high when you have R-C1 homes directly on the next block, it is far to quick of a transition from R-C1 homes on large parcels on the river on Bow Crescent, R-C1 on the non-river side (which could become R-C2) and then suddenly six stories or even 4 stories is too high. Bow Crescent is a very unique street with high property value that you will diminish greatly with this plan
location is fine
Proposal seems fine
could be extended from Shouldice bridge to train tracks - both sides of Bowness Road
I like the location
This looks fine for now.
The location of dense commercial seems fine
length and location are ok
We need a Dollarama in Bowness
Pave the roads first and stop adding stupid islands to "slow" traffic it's pointless. Pave bowness road!! How can you focus on my building when the roads are terrible.
4-6 storeys is too tall for this neighbourhood. We are not downtown. We are a residential community, not a commercial centre. Putting in large, commercial buildings would eventually drive out the residences and drop their property values. Nobody wants to live beside a big commercial building. What are you guys thinking? We are a RESIDENTIAL community!
I can certainly see room for improvement on the main business section of Bowness - but you would be eliminating a lot of character businesses that have been here for years. One distinction that Bowness enjoys is the wider streets and angle parking - a small town feel and appeal. We would be very opposed to seeing that change.
This is a residential neighborhood and still has a small town flavour. Mid Rise use would destroy the ambiance, history and quality of life in the neighborhood proposed. There is no need for mid rise commercial above 2 stories in this area. Also, traffic is already an issue and higher density commercial will exacerbate the problem. Strong NO to any structure over two stories.
With all the work done on Bowness Road the path way for bicycles it will be a hazard for drivers and cyclist as people will park in the bicycle lane. You need to remove the bicycle lanes for shoppers to park or some one will be killed/
I would like to see additional development along this section of Bowness Road. However, I would like this to encourage smaller, unique, businesses that would generate a cozy village centre atmosphere. I would like to see Bowness becoming another Kensington, Inglewood, or Bridgeland type village centre. However, I would not like to see the kind of development that has ruined the Marda Loop area.
Parking Parking and Parking ! As it is now it we have a parking problem on 61 street Bow Crescent and Bowness Road ~ between Telus and Mild Rise APT Building. The out door pictures from the city meeting are nice for Paris / Vancouver - but Calgary with cold weather for 8 months of the years ?? Only a few HARDCORE fools drive the Bicycles year round



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

<p>As a resident of Bowness, I am pleased with the potential for redevelopment to increase the walkability of this neighbourhood. We try to support the businesses here. Also with more people circulating, our neighbourhood could experience less crime and feel safer.</p>
<p>Properties in the flood fringe should not be increasing density. This is along Bowness Road and Bow Crescent from Shouldice up until at least 61st St. NW. Past 61st St, the flood fringe and risk is not as severe.</p>
<p>The MID RISE should be focused on the WEST side of Bowness - not as shown with the EAST getting more attention. The Future Comprehensive (blue) is the drawing card to upgrade all of Bowness.</p>
<p>We do not need any more commercial spaces in Bowness. Downtown has a 30% vacancy rate.</p>
<p>The West Side of Bowness is more suited to this development due to proximity of shopping, services, schools, transit, and more parking.</p>
<p>I believe that 6 storeys is too high for the Downtown bowness area. I would be supportive of 4 storey buildings with commercial main floor. My primary concern is related to parking. All residential parking should be below grade. This would require at least 2 levels of parking below grade. Groundwater/flooding concerns in bowness would likely limit to only single below grade level</p>
<p>The one location that is out of place is between 72 st and 73 st on Bowness Road. Rezoning to community mid rise does not make sense here. It is not near the historical mainstreet or near the community mall where it is much more appropriate. I fear land value would attract development and may result in less impactful development along the mainstreet or near the community mall.</p>
<p>Proposed location and length is excellent</p>
<p>One of the zones (the northern, east side of 85th Street) coincides with the Phillips Res., as community historic resource. Re-zoning this area could create favorable conditions for it's demolition. Additionally, while the buildings along the retail portion of Bowness Rd are not identified historic resources, they do contribute to the feel of the area, and losing that would be unfortunate.</p>
<p>The plan to increase the residential and business density along Bowness Road between Hextall bridge and the train overpass is creating HIGH risk for everyone..... this is a known FLOOD area.</p>
<p>The area along East Bowness road is wider and would be more appropriate for mid rises with retail. The westernmost portion (85 St) does not strike me as a good location for mid rises with retail as this road is already a bit of a bottleneck with the narrow bridge and school zone. If this proceeds, public parking should be on side streets (47, 48 Ave). Did anyone tell Angel's Drive-in before reno?</p>
<p>Proposed Red locations west of CP train bridge on Bowness Road are not acceptable. 4 - 6 storey & higher units should be the mainstay of the soon to be defunct Sunnyside Nursery Properties. These new buildings can comprise a new (sub) division in Bowness. Need a good grocery store, gas station and good transit service, restaurant, coffee bar.</p>
<p>Bowness Road west of the CP Train bridge should be composed of buildings of height that match the existing Bowness structure heights, allowing for very modest height increases (1-2 M max). Bowness Road (and the surrounding streets) do not need to be the start of the next Grand Canyon!</p>
<p>re: west Bowness: that is too much community-mid rise, especially because no one knows what will happen with the large parcel of commercial land that holds the Bownesian Grocer/Esso/Legion etc. You can't evaluate without factoring that in; also, getting to the park is already impossible without. Re: East side is concerning - I don't know if Bowness road can handle that density and quantity</p>



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

It looks amazing. I think developing the corridor will open up all aspects of the neighbourhood and develop real synergy and options for adjacent neighbourhoods across the river.

2) The proposed Community - Mid Rise sections (RED) along Bowness Road NW could allow a range of building height from 4 to 6 storeys. Tell us where you think proposed locations are suited for lower 4 storeys? Where better suited for higher 6 storeys?

I am opposed to building height exceeding 3 floors
I think all the sites considered are good as it would compliment the area
Good
Parking is a major consideration that effects current residents.
I believe that from 60 Street NW to 62 Street NW should also be for 6 floors - it'll be a benefit for transportation.
No issue. Keep angle parking.
6 Floor along the village - 62 - 65 Street, 6 floor on some corners - 4 floors along rest of road.
I support allowing 6 floor buildings in the proposed locations.
I do not think that the 6 storey is appropriate anywhere in bowness
6 storeys is way to high. This is not downtown. 4 storeys should be the max
The highest buildings would be where the commercial density is greatest - the two "town centres" along Bowness Road, not the area 3 blocks west of the train bridge.
Again the area from 60 St to 67 St are not appropriate for mid rise due to risk of flooding that the City is reporting in the Bowness Flood Barrier Project. In an area where residents were displaced during the flood of 2013 why the City would increase those that will be affected is not appropriate.
4 storey max
I think 4 is too low. lets look at 6-10 for the land use.
It this is similar to Inglewood, this could be a positive. 4 stories along main Commerical areas and 6 stories outside of the main business district.
I believe the height should be restricted to 4 stories, 6 is excessive given Bowness is primarily a residential community.
This isn't Marda loop. Driving through that community now is a nightmare... where the density has pushed to the side streets as well. It is an illusion that people in Calgary walk to where we go..we are drivers. The population is a diverse one...I'm hoping it won't push low income out of the neighbourhood. Why don't you put them up by COP where they can walk to the mall if they want to shop...lol
6 stores only 62-65th, everywhere else 4 stories because it is so close to residential
All 6 stories
I am concerned about the increase traffic and parking. I agree with the concept as long as these two important issues are dealt with. There would need lights put on Bowness road so people trying to get onto Bowness Road would be able to it without having to wait for a break in traffic.



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

Where they won't inhibit natural light into other residences (spaced far from housing to the north of the location) so probably only near the Bownessian grocery strip mall. Bowness is already a low spot and gets less light than other parts of the city.
6 storeys: Mainstreet Bowness commercial zone and the far northern block near Angels. Otherwise, 4 storeys.
I think the locations along the north side of Bowness road are unthinkable. The back yards of the people living on Bow Cr. will be in shade most of the time. Who asked for these changes? Your leading question just makes me angry!
I prefer to keep the number of storeys below the 4 storey height. High buildings will totally change the character of the neighbourhood in a negative way. Higher buildings will be viewable from parts of Bowmont Park, taking away from the natural experience for users.
Again - all along this corridor, 6 storeys would be acceptable.
4 STOREYS SHOULD BE THE MAX
4 storey max
None is suitable for 5 storeys
not sure
I would be opposed to a higher mid-rise at the 47th ave/85th street, as it is more residential/low rise buildings. I think it would increase traffic in that area significantly, and it already gets busy enough with park traffic.
I agree 4-6 stories would encourage development business and expanding the community.
The 4 storey height should only be allowed the length of Bowness Rd for the shouldice bridge to 67st and will eliminate some shadowing on Bow cres that is r-c1. The area from the train bridge to 79st can up zoned to accommodate higher structures and fits into that area with more multi family projects. The higher density will need better use of our Bowness Rd and eliminate the centre medians.
there should be a max of 4 storeys. None is suited for 6 storeys
higher buildings if at all needed should be better suited to the "main street" area only
4 storey max!!!! this isn't downtown
I think 6 storeys is too much in most of the area. 4 storeys is more appropriate. The only area where a midrise may work is between 77-79st across from the Bownessian. Midrise at the corner of 85St and 48Ave is too much congestion for a busy corner that leads into the park.
max storey height should be 4. No location is right for 6.
4 storeys should be the maximum
If 4-6 stories are considered, it should be on the south side of Bowness Road, three storey max on the north side as there is then only one street Bow Crescent that has homes from \$400,000 to \$4,000,000. Suddenly putting multi-family 6 storey or mixed use a block from this is detrimental to property values. I do support densification on main street but you need to work with what already exists
no 6 storey buildings should be allowed
no areas are suited for 6 storeys. 4 and less seem more appropriate
Areas currently shown RED would be suitable for 6 storeys. East and west of this better for 4 storeys
At present the highest building is 3 storeys. Going over 4 in this area would be to severe.



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

<p>There should be nothing higher than 3 stories in my view. Maybe 4 might work if I could see a proposed drawing as to what that might look like.</p>
<p>maximum of 4 storeys in the entire area</p>
<p>building height should be limited to a max of 4 storeys</p>
<p>The established businesses would. E negatively affected by anything that was 6 stories tall. High rise buildings do not encourage community and they are harder to maintain. Buildings that are 4 stories or lower with elevators may allow older residents to maintain living in bowness as they age being on the bus route would help with that as well</p>
<p>There should be no 6 storey buildings in Bowness. It is a residential area, not a commercial area. Why dies the city want to make Bowness a commercial area?</p>
<p>4 Stories Max - one great thing about Bowness because of the low rise nature of the existing buildings is we get a lot of sun throughout the day. Increased building heights = increased density = increased traffic and congestion. All "small town" character killing attributes!!!</p>
<p>As noted in Question 1 - NO structure over 2 stories for the reasons mentioned. We are not interested in another Marda Loop jammed with traffic and mind numbing commercial operations with all kinds of name brand stores and franchises. Bowness was known for its unique businesses and home town quality. Please don't destroy that last vestiges of that character for the sake of commercialism/density.</p>
<p>High rise building will increase water and sewer use. This will require upgrades to the system. Calgary can not afford it. With 30% vacancy rate in commercial space this is not needed</p>
<p>I believe 4 stories would be more appropriate for the Red sections. 6 Story buildings would block too much light and ruin the small village feeling. This would be an example of what has ruined the Marda Loop area.</p>
<p>No above 6 storeys here again PARKING ISSUES - to what end? To create " vibrant public realm" you have to look for solutions that are "Calgary Made " We live in a COLD CLIMATE as a business man I can not look at making profit only in the Summer months - Does the City want its TAXES paid only the Summer months when the Patio is opened?</p>
<p>Our preference would be for four story maximum. The street is congested already with retail and bike lane and would be sensitive to increased traffic Also, has the city considered that in the event of a future flood event, there would be many more people to evacuate/provide disaster services too.</p>
<p>Only ok to change, West of 61st St as you don't want to increase density in the flood fringe areas.</p>
<p>Change all the West Bowness Orange to Red (Mid Rise) Change all the West Bowness Yellow to Orange Expand two to three blocks north in the West Bowness along Bowness Road from White to Yellow Change all the East Bowness Orange to Yellow Change all the East Bowness Yellow to RC-1</p>
<p>Bowness is already a challenge driving in the area, because of the "improvements" made over the last few years, do not make it any worse by adding more traffic. The bicycle path that we now have along Bowness Road is rarely used. It has added problems with driving on the street. People get frustrated at the intersections if a driver ahead is making a left turn, because of no way to get around.</p>
<p>A height of 4 stories is too much. Two to three stories would feel les crowded.</p>



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

As above, 6 levels is too high as I believe parking will become an issue. The development plan should not allow above grade parking other than on the road. All parking for levels above commercial need to be below grade. Water tables in Bowness are too high to facilitate more than one level of parking below grade.
Maintain the existing C-Cor1 height restrictions on the mainstreet 62 st to 65 st. Keep the 4 stories on the north side (closest to river and Bow Cres) and 6 stories on the south side (Bowwood Drive). I support up to 6 stories across the Bowness Community mall between 77 st and 79 st on Bowness Rd.
I would attempt to keep the 6 storey building to the north of Bowness Road NW in an attempt to still have 'sun' on some streetside patios
No suggestions.
Mid rise sections along Bowness Road east of the 70th Street should NOT be approved at this time. The plan(s) for flood mitigation should be a priority and those controls should be built BEFORE any proposal for development along Bowness is discussed.
The charm of Bowness is its historic brick buildings, so the style of this redevelopment is very important. A 6-storey brick building with historic styling will have less impact than a 4-storey building that does not fit the neighbourhood. Please let the community association asset "architectural controls" on these new buildings.
I do not think there should be any new 4 or 6 storey builds along Bowness Road west of CP Train Bridge (replacements are OK). The newer 2 story vaulted ceiling homes do not fit the character of the community. New dwellings should be aesthetic allowing Bowness to remain Bowness. Replace older duplexes with bilevel basement walkout units - make them longer. Maybe up to 1.5M taller.
Sunnyside properties would be a great place to build taller structures.
4 storeys are better suited to the west side of Bowness, where there it is more residential; however if the blue block is developed, that could be too much. The east side would be better for 6 storeys -however as stated above, I would be concerned with that amount/length of 6 storey mixed use and the impact it would have on traffic and congestion along main street Bowness
I would put the higher stories adjacent to the railway tracks and at the entrance/exit to Bowness Road. This might help demarcate the entrance/exit of the highstreet/neighbourhood and potentially attenuate some of the sounds from the railway.

3) The proposed Neighbourhood - Low Rise (ORANGE) sections along Bowness Road NW could provide a range of multi-residential housing options. Tell us what you think of the proposed locations and length of Neighbourhood - Low Rise?

I am opposed to changin the zoning in these areas. This is most appropriate for single family homes
Excellent - some of the current RC-1 zoning would benefit from being changed
Good.
Too many to gave a logical answers.
The four floors will be a great idea for the north side of Bowwood Dr. NW.
Not much change.
Okay as shown



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

Locations are good.
I support the proposed locations and I support increasing the length of use.
I am ok with the multi residential aspect of the proposal but do not think the height should exceed 2 or 3 floors. This is where rowhousing may be appropriate
locations seem appropriate. again 4 storeys are to high. This would be a better location for infills and row housing
I think a lot of it could be mid rise, limited to 4 stories.
I think orange sections should only be along Bowness Road, not beyond that.
Again from 60 to 70 St along Bowness Rd where there is a chance for flooding is not appropriate. The more residents you put in harms way the more you will have to help during the next flood that the City in the Bowness Flood Barrier Project are reporting it will definitely occur.
ok. but limit to 3 storey
Ok in most of these orange areas.
How many stories is Low Rise, hopefully restricted to 2 - 3 stories. Again this is a residential community.
Put them up by COP or Sunnyside greenhouse where there is easy access to down town or exiting the city. Again....I lived next to one of those leaky big buildings where our property was effected and the city didn't care one bit when our property was caving into a 30' drop into a parkade. They only want tax money they don't care about the neighbourhood
low rise should only be on main st bowness road and not extend back. None on Bowwood Rd. Definitely none east of 60th st.
Make everything below 23rd Avenue rc4 or r2 so all the old war time bungalows on r1 lots can be redeveloped
I am concerned about the amount of potential high density that is coming to Bowness. The residents do not live in Bowness because they want to live in a high density area. They live here because they want to live in a single family dwelling neighborhood. I've been to the open houses and I feel that we are just given "lip service" and several decisions have already been made
Its the commuters from suburban locations to the west that use bowness road for their daily commutes that have burdened the community with traffic that cause my concern of increasing density here. The only way i can see this being remediated is by putting up more stop lights to make stoney/16th ave more attractive as opposed to using bowness as a short cut.
I don't see why the block across from the elementary school can't be low rise (orange).
Bow Cr. is already almost impassable in winter due the number of cars parked in the street. Until Star Trek transporters are commonly in use, more density means more cars. What's the plan for having parking spaces (and charging stations) for the additional cars? PS: I am vehemently opposed to increased housing density in Bowness.
we agreed with the city's proposal. with this proposal, more people can live in the small areas. However, we suggest the whole Bowness road should be included in this proposal and the main intersection areas should be considered retail commercial main floors with either commercial/residential above for the convenience of the people to shop in the neighborhood.
I would suggest making these areas higher density as well.
LOCATION OK. MAX SHOULD BE 3 STORESYS
location ok. should be max of 3 storeys
adequate



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

I think the need for increased density needs to be balanced with increased parking needs and traffic in those areas.
The low rise is ok but with increasing the development of the community, but I would prefer more to see an increase to the high rise 4-6 stories. This could encourage business and some condo developments. I would like to emphasize the condos be "owner occupied" and not social housing. Bowness has a very high ratio of rentals and social housing due to the cost of land.
Most of the current Bowness Rd corridor is working just fine! Why the need to change the current land use? There's a mixture of Mc-1 and commercial zoning already in place. Less is more. You had added centre medians that no one wants and even Bowness park they changed the natural beauty of the lagoon by adding a hideous albatross structure. Point is, less is more!!!
location is fine. Height should be restricted to 3 storeys
location ok. height should be no more than 3 storeys
This looks fine, but I would challenge that most anything red should be orange.
these locations seem fine
locations seem reasonable. Heights should be limited to 3 storeys
Again, you are backing onto Bow Crescent where some of the homes backing directly on to your proposed areas have rebuilt homes worth \$1,200,000 and higher assuming they were in an R-C1 area which would affect what they chose to build. As many people have rebuilt after the flood knowing their zoning, it will affect the property values negatively of these new homes depending what is allowed
location is reasonable. Roughly what is there today
location seems fine and reflects existing housing
Could be extended further into community especially along roads facing train tracks
The location seems ok and roughly approximates what is already there.
This would be fine if these areas are limited to 2 stories due to shading and privacy issues.
locations seem fine
This seems reasonable. It might not be reasonable west of the Bownessian where single family housing exists.
Some of the areas were under water during the flood. It is not responsible to build housing in areas where they would have flooding possibilities. Also the water table is high in some of the areas. You would need to limit the amount of underground areas or you would have regular use of sump pumps during the year.
Some of these blocks will have multi-residential housing on Bow Crescent backed by 6 storey buildings on Bowness Road - a drastic change for those still living in single family homes. Not a change for the better in a quiet neighbourhood. Big buildings bring noise and block light. Put your commercial buildings downtown.
Have there been any studies as to the expected increase in population and traffic congestion as a result of this huge increase in residents??? Bowness was a quaint nice place to live before this re-zoning proposal. Increased congestion (people and vehicles) is not the solution. You will definitely ruin the character of Bowness!!! I am not a NIMBY but this is just poor planning.
Keep multi-residential to a minimum Bowness Road and COMPLETELY OFF BOW CRESCENT. Bow Crescent should be single family only, with only infills allowed. Nothing over two stories. Traffic is already a huge concern as mentioned above. In the summer, Bow Crescent is primarily a Running and Bike path and should be designated as such. There should be stop signs at every intersection to prevent speeding.



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

<p>Bowness used to be a family area. With the addition of rental and higher density it will become a renters area and crime will increase. If it is done for low income there will be crime and some one may be killed.</p>
<p>Some increased density projects would be appropriate along this corridor, however I am hesitant to recommend any additional residences in a known flood zone. Even if the proposed flood mitigations are put in place, this are would still be susceptible to ground water issues, as it is today.</p>
<p>No Town houses No Row Housing why destroy the neighbourhood that we have now? You don't have the schools here in Bowness any more Families will not settle here. Don't turn this into CHEAP HOUSING - a SLUM in the MAKING.</p>
<p>Again, my point about flood fringe and disaster planning. We think the City should limit its exposure until upstream mitigation is more of a likelihood. Currently it feels unlikely.</p>
<p>Only ok to change, West of 61st St as you don't want to increase density in the flood fringe areas.</p>
<p>DO NOT DO THIS ! MORE FOCUS on WEST BOWNESS - MORE FOCUS on the SCHOOLS in WEST BOWNESS - get the young families to move into the WEST. Upgrades to Schools and Day care. Develop a Sport Field House as part of the Bowglen Park/ Bowness High School</p>
<p>Keep all of Bowness Road low rise, or residential as it already is.</p>
<p>West side of Bowness is better suited to increased population density, due to proximity of services. East side is a poor choice for increased density housing as parking is more limited.</p>
<p>I am not supportive of the Low rise (orange) development on the North Side of Bowness Road. Parking will be an issue and this part of bowness is at risk of groundwater flooding. Again I do not support above grade parking, which would likely mean that one level below grade and ground level would be needed for parking. if done, it should be between 62nd and 65th street only.</p>
<p>It is not clear where the city is proposing to change to Neighborhood Low Rise. Many of the locations are zoned MC1 now. Where are there proposed changes? For example, where is the city proposing changes from current RC1 or RC2 to Neighborhood Low Rise?</p>
<p>Proposed location seems acceptable</p>
<p>No suggestions.</p>
<p>Low Rise options WEST of the train overpass along Bowness Road to the 85th Street bridge might be worthy of development. This area is NOT a high risk location for flooding.</p>
<p>Again, the style is likely going to have a greater impact than the height (but see comments in #4). Also, you should be careful not to discourage pedestrians by creating too much shade with the taller buildings. For example, the taller buildings along 10 Street in Kensington area has kind of ruined it for pedestrians and now people are wanting to move out of that area.</p>
<p>re: 4303A & 4303B 69St NW. Increase in height by 1.5M maximum. Privacy is a big issue to surrounding neighbours. Foundation position at back of dwelling stays the same. Move 4303B front foundation 5.9M forward. Move 4303A foundation 4.1M forward. Make units adjoined, bilevel, basement walkouts to front street. No changes to heights or lengths of units at 4301A/B 69 St NW.</p>
<p>No taller than 2 floor bi-level front basement walkouts . No vaulted ceilings. Minimize stairs. Some units might be up/down units. Bowness triangle (talk to Police if you do not know where this is) needs to be considered for redevelopment - sooner, rather than later. More important than Bowness Rd changes. Owner occupied homes are better homes. Keep Bowness Beautiful. Aesthetic is good.</p>
<p>West bowness: It's too much! Bowness has small town charm, and while I agree with densification vs. urban sprawl, at some point it feels like your community will burst at the seams! More development is coming at Greenbriar, Trinity Paskapoo, and Sunnyside. Already there is speeding, shortcutting and parking issues. How can the roads and community handle any more?</p>



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

I would think areas that are more suitable to special needs should be adjacent to commercial services like grocery/library etc. so people inhabiting these residences have an easier time utilizing these areas.

4) The proposed Neighbourhood-Limited areas (YELLOW) are being considered as a transition area from Bowness Road NW, providing a range of lower density housing options. Tell us what you think of the proposed locations and length of Neighbourhood-Limited?

Extremely opposed to changing the zoning to allow this type of development. The street is most appropriate for single family. The width of the road would not be adequate for increased parking which would accompany this type of development. The increased height of buildings would reduce sunlight to existing homes and cause massive snow and ice accumulation during the winter months.

We live on the river side of Bow Crescent immediately across the revised zoning neighbourhood - limited proposed zoning we are vehemently opposed to the proposed zoning as traffic and congestion would dramatically increase along Bow Crescent.

Great, the area could use renewal and by allowing different uses it could create renewal.

Good

The proposed neighbourhood - limited could be extended to south of 14 Avenue and north as well from 14 Avenue to 13 Avenue.

Need to keep the low density areas in place. No lane restrictions for bicycles to use. Need Parking on both sides of Bow Crescent.

This sounds like the zoning presently along Bow Crescent. I agree that it should stay much as it is now.

Location are good - higher density - high end condos on Bow Cres should be proposed. This will allow for river access to public.

I support the proposed locations and I support increasing the length of use.

I am extremely opposed to the increased density proposal on the south side of bow cres. This should remain single family exclusively. Bow cres is not the place to increase density. It will cause traffic and parking issues on an already congested (and poor road). This would be in extreme conflict to the multi use nature of the road as a bike/running path. It would also create massive shading issues

totally disagree with the proposed changes on bow cres. This is one of the premier streets in the city and trying to make it marda loop doesn't fit with this community. Also this is the bike route so increased traffic on this road will endanger cyclists (often families with young children) and runners. There is ample increased density in the rest of your plan leave the crescent alone!!!!

I am against yellow areas on Bow Crescent - parking and traffic is already an issue, and we need less congestion for the many cyclists who use that road throughout the Spring, Summer and Fall. Especially the families of cyclists. I also don't think it is a good idea to have yellow areas on the South side of 39 Ave.

Changing the density on Bow Cres or Bowness Rd from 60 to 67 St will put more in harms way of the flood that in the City Bowness Flood Barrier Project is going to happen. Higher density farther west on Bowness Rd would appropriate as the location would not be directly in the flood area.

bow cres location is insane. This is r1 and should remain that way. This isn't hillhurst.

locations are good - enough said.



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

<p>This area along Bow crescent was affected by the flood. It does not seem logical to put basement suites or any high density housing there. Parking is also an issue since some taken away on Bowness road and people are parking on the crescent. This road is not cleared in the winter and becomes very narrow due to snowbanks taking up space. Cycling route so higher traffic will make it dangerous.</p>
<p>Bow Cres from 60-67th is not good! In fact terrible, it's in the flood fringe where Ward Sutherland said they don't want to increase density. BIG PROBLEM AREA!! A new berm may make the problem worse inland if upstream reservoir expansion is not completed. Also, Bow Cres is a bike and running path and not good for increased vehicle traffic - Bow Cres needs work and expansion AND PAVING here first</p>
<p>The proposed rezoning between 60th Street and the Telus building were badly flooded. It does not make sense to develop this section along Bow Crescent given the high risk of flooding and the extensive damage properties incurred there in 2013. When I spoke to Ward Sutherland he agreed that the risk was too high. Please explain why this area is being considered for rezoning. Thank you!</p>
<p>again.... I don't trust the city to do the right thing. It will be ugly cheap infills that leak and the poor home owners are left with junk. Why don't they have some kind of regulation for builders so they have to back up their builds. New home warranty is a joke. I have lived by 2 big buildings that had to be rebuilt from the outside. Why push density onto the flood zone...They are pop up homes</p>
<p>Change orange areas on Bowwood drive and east of 60th st to yellow.</p>
<p>Allow spot rezoning of all properties in Montgomery from 23rd ave to 15th Avenue from shagganppi trail to home road to be rezoned to r2</p>
<p>I don't think the zoning on Bow Crescent should be changed. At the last open house I distinctly remember hearing a city employee say "we got the message, leave Bow Crescent alone". Well obviously you did not get the message. Bow Crescent is a unique street and it would be a shame to change the character of it. People move to Bow Crescent because they don't want to live in a high in a high density area</p>
<p>The reason people move to Bow Crescent is to get away from dense housing. We discussed this with everyone at the april 16 and earlier meeting. Did anyone listen at all? Everyone I talked to was in agreement and we were told it wouldnt be part of the proposal. I'm looking at petitioning against this now as clearly your not listening. As for areas south of Bowness road there is probably some places.</p>
<p>Great</p>
<p>The length should be decreased to none at all. For whom is the City making these changes? The words at the beginning of this correspondence would have one believe the current residents of Bowness have asked for this change. The Bownessians I've talked to haven't asked for the changes and don't want them. I think the people who want the changes reside in the social planning offices in city hall.</p>
<p>The yellow areas on Bow Crescent should remain as single family dwellings. There are other places where density can be increased. The Crescent is used by pedestrians and cyclists; making it a unique street in the City. It will also the increased # of cars parked on the street will make this unsafe. The canopy of trees along the street that give it character are also at risk of being lost.</p>
<p>I would suggest making these areas higher density as well.</p>
<p>ON THE SOUTH SIDE IT SEEMS OK. TOTALLY DISAGREE WITH THE LOCATION ON BOW CRES. THIS SHOULD REMAIN R1</p>



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

<p>south location is ok. bow cres should be left r1. Higher density housing on bow cres would be inappropriate for neighborhood.</p>
<p>the location is ok on the south side of bowness road but not on the north side. The crescent is r1 and should remain that way. Where else in Calgary has any zoning change been proposed down the center of a road. The alley behind bowness road should be the end of the high density.</p>
<p>Lower density housing is fine but I would like to be assured there is no further social housing but development that would enhance the area.</p>
<p>The residents of these areas have prided themselves for the most as pride of home ownership. By increasing density will erode the very fabric these areas have kept alive for more than 100 years! The fact density is a reality we also need a balance to maintain the critical balnce to maintain the family oriented area this community was founded. Over shadowing by allowing higher structures</p>
<p>The transition on the south side of bowness road is fine. Bow Cres should be left as it exists today - r1.</p>
<p>locations to the south of bowness road seem appropriate given what exists there already. On the north side of bowness road, bow cres, this seems very off given what exists today and what is across the street (on the river). Bow cres should remain r1.</p>
<p>I think this proposal is fine.</p>
<p>locations on the south side of bowness in the main commercial area seem fine. I don't think this is the type of housing that would work well on bow cres due to this road being used as a bike path. The increased density would lead to traffic and parking issues as well as safety concerns. The portion to the west of the railway track looks reasonable as well</p>
<p>Bow cres should not be included in the densification plan. It is a unique and special road. Pls keep it that way.</p>
<p>low density fine for these areas, but row housing should NOT be introduced on Bow Crescent where many homeowners have invested in new homes and row housing would affect the property values negatively. Row housing could be allowed in the block behind Hexter's/Tim Hortons only where there is a commercial parking lot, but otherwise it is detrimental to introduce row housing to Bow Crescent at all.</p>
<p>Bow Crescent should not be included. This would ruin a very unique location and how would this work with the cycle/running route?</p>
<p>Bow Cres should remain as it is today. The remaining yellows seem ok</p>
<p>could go deeper (away from Bowness Road) into the community</p>
<p>With the exception of Bow Cres , which should be left R1, this seems a reasonable location</p>
<p>No way. Leave this as single family dwellings. In the case of Bow Crescent the road is already a disaster due to the flood, increased construction of large dwellings, insufficient parking, increased traffic and the fact that any detours for Bowness Road end up on Bow Crescent. The road, drainage issues, sidewalks and curb and gutters need to be upgraded prior to any zoning changes.</p>
<p>The transition to the south seems fine (and is already somewhat in existence) the transition to the north, bow cres, is very off. This is a quaint street which is used as a bike/running path. The density increases would not work due to traffic issues</p>
<p>I agree with the proposed locations except for bow cres. This doesn't make sense to have such an abrupt zoning change from one side of the street to the next. Bow cres should remain as it is, especially as it is part of the bike path system.</p>
<p>Like all the disgusting houses near the high school? Keep them ove</p>



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

<p>Transition from Bowness Road to where? Too much - too dense - too fast. High buildings block light to other housing, parking is already a nightmare, how will you prevent further congestion? What kind of "range"? Not enough information! You haven't fixed the street for 20 years. Now you want to make it a congested mess. None of you live around here, do you?</p>
<p>VEHEMENTLY OPPOSED TO REZONING THE SOUTH SIDE OF BOW CRESCENT. A dramatic increase in traffic and parking congestion would occur as a result. Bow Crescent is part of the City pathway system and has cyclists, families, runners, walkers, and pet walkers using it every day. Increased traffic would also mean increased risk/danger. PLEASE REMOVE THE ENTIRE LENGTH OF RE-ZONING FROM BOW CRESCENT!!!</p>
<p>Again, Bow Crescent should be single family only, designated as a bike, running path and traffic highly restricted. Multi-family high rise (over two stories) is unwelcome and ill conceived. We will protest.</p>
<p>Bow Crescent is a walking street and is a designated part of Calgary's bike path system. Addition of higher density residential buildings will increase vehicle traffic on the Crescent that is already suffering density increases from your allowance of subdivision of existing lots. This situation would be further exacerbated by allowing secondary suites. Further this is a designated flood zone.</p>
<p>Low density house is single family not 4 flex and duplex. Higher density will cause parking on the street and in the wither there is only one lane to accidents will happen</p>
<p>Specifically along Bow Cres. I don't believe this is a good idea as additional density doesn't fit the atmosphere of the area, there is also insufficient parking to support it, and it would be irresponsible to encourage additional residential in a known flood zone with ground water issues. I believe this goes against the cities own guidelines, and against common sense.</p>
<p>density housing options for Bow Crescent-Love the City and the Weasel Words - what is this? What is the impact? Leave it as, an up scale street that is slowly upgrading. Would you do this in Mount Royal? NO!The street is upgrading by its self,we DON'T NEED LINK HOUSING, TOWNHOUSES, DUPLEXS, FOUR PLEXS - we have these along Bowness Road do not push it back a street Leave it RC-1 - 50 Foot lots.</p>
<p>This area is across from the RC1 homes on Bow Cres, and would represent a transition zone between single family and higher density housing. Allowing any 3/4plexes is a big jump in density. While we support increasing density, on this road, we would request that a max of "duplex"be allowed as in other neighbourhoods where transition to higher density has occurred.</p>
<p>Only East of 61st or 62nd St NW due to flooding potential.</p>
<p>Change all the East Bowness Yellow to RC-1 We do not need nor want this density housing!</p>
<p>I strongly reject and object to the proposed rezoning of Bow Crescent for the following reasons. Increased density in what has proven to be a flood prone area. Would cause increase traffic and parking problems. Will cause shade issues due to increase height of buildings. Bow Crescent is part of the city's bike path network. Rezoning would result in conflict between cyclists and traffic.</p>
<p>I strongly object to the proposed rezoning of Bow Cres. N.W. based on using one's common sense of NOT building up an already known flood area. Why would the city want to risk the possible loss of human lives and property damage by allowing more citizens to live in the flood zone? Surely human safety should be a top priority of this city's civic mandate on redevelopment. 400 characters not enough</p>



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

We do not want a transition area. Presently Bow Crescent is a very quiet safe neighbourhood. We can cycle as a family, push strollers, walk dog along the street because it is low density. Changing the area from single family homes would change all of that. The people who live on this street moved here because of what you see now. Changing the zoning would lower the value of the homes.

This is a tight corridor, with limited space along Bow Cr for parking. Bow Cr is also a popular biking and jogging street, creating a safety issue with increased traffic and parking.

I do not believe that any increase in density should be applied north of Bowness Road toward the river. This area has been and will continue to be subject to groundwater flooding. Maximum 2 storey with R-2 development (duplex) and 2 storey infill similar to existing development in inner city (Marda Loop, Kensington, Sunnyside) is appropriate. Need to integrate proper bike path/road upgrade

I am directly impacted by the proposed neighborhood limited area changes. I own 6427 Bow Cres. NW. I generally support the transition to neighborhood limited along Bowness Rd.

I support a rezoning to RC-G on our lot, but my wife only wants to see a zoning change from RC-1s to a maximum RC-2. As a family we don't agree so I don't envy trying to engage an entire community!

I feel max R2 zoning would be a great balance to re-vibe the street and encourage development because concerned about increasing the zoning for 'too high of density' for properties along Bow Crescent NW. The road is (pleasantly) full of cyclists, joggers and families, especially during the summer and increased street parking and traffic will add risk and detract use.

No suggestions.

Again, the proposed development along Bowness Road from the Hextall Bridge to 70th Street should NOT be a consideration until FLOOD mitigation strategies are in place and are shown to eliminate the risk to people and businesses during a future flood of the Bow River.

Bow Cres. NW is unique to Calgary as it provides open skies, areas with mature trees, and a most-times tranquil corridor for locals, cycle commuters walkers and visitors. Multi level dwellings would alter the lovely feel of Bow Crescent for cycling, walking and running. The loss of trees and increased traffic and density would also impact the wildlife/bird life being so close to the river.

I myself live in a bungalow, less than 1200 sq. ft. with large lot and lovely mature trees. People who choose such housing love their gardens and Bowness is full of that type of housing. My biggest concern with the new plans are those locations where a mid rise or low rise building is going to shade (and ruin) the gardens adjacent to them.

Current duplexes replaceable with adjoined, bi-level, basement walkout units, a little taller. Unit lengths can be increased towards fronts of properties. Offset entrances - one unit longer than adjacent unit can provide some privacy. Keep buildings to maximum of 2 storeys - bilevels are less of an eyesore vs new 2 storey vaulted ceiling monstrosities. Three storey buildings are not desirable.

No taller than 2 story, low rise structures. No vaulted ceilings. Keep taxes. Build high quality, 70 year life span structures. No black or grey coloured buildings. Think sustainability. Keep building volume 'smaller' helps keep heating costs down.

No, the length cannot be increased, the locations are not good. We live here! Already traffic and parking is becoming difficult. I think the yellow areas should replace the ORANGE areas west of Bowness road; as well as south of Bowness road on the east side map. I just cannot comprehend where these people will park, and where the traffic will go??



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

Maybe flood prone lands could be lower density to affect less people in the event of extreme conditions.

5) The Future Comprehensive Plan Area (BLUE) could be redeveloped in the future. Tell us what would benefit the community when reviewing this use of this area?

This should be done selectively so as not to destroy the property value of existing homes along this route.
We would be opposed to a big box store (ie. Walmart) groing in this area - lose the small community feel and kill all the samll businesses in Bowness.
This could be developed commercial/residentail to 10 stories minimum. Doing this right could be a huge positive of fully developed as a centre piece.
Is fine with me, to have more discussion - library - commercial and residential.
I don't see the need at this point.
A place where people might find employment - government offices - small manufacturing - people working locally would cut down on traffic usage and prevent Bowness being a bedroom community.
Library must stay! Need more boutique bars, coffee shops, and restaurants, and public stage performance.
I support bike and walking paths, daycares and libraries. I support more anchors like Tim Hortons sharing main street with small independent shops. I support a pedestrian bridge to Bowmont Park.
This would be a good location (as would the sunnyside location) for a mixed use development. Retail and residential in combination.
This area has been an eyesore for years. Mixed use (not box stores) would be a nice addition her
Should have a mid to high rise residential but should allow the social services like families matter and boys and girls club to remain. There are lots of non driving seniors in area that need the drug store and grocery store access. The light industrial should be moved out to allow for a better overall design. Lots of pedestrian traffic here. Green space and pathways should be added.
I like the current location of the library. I like the Bownesian and its location. It would be nice to update the strip malls and parking lots.
A redevelopment in the blue area by 77th and 79th St would be an improvement in the area. The Bownesian Grocer is a lovely building but the other buildings are old and worn down. A facelift of buildings or a rebuild would help the neighbourhood.
mixed commercial and residential
It would be great to get some jobs in this area. We need good office space.
A variety of retail and restaurants would be nice. A drug store that is open on week ends.
Any and all of the above. Tech incubator as well like Inglewood, restaurants, etc
This area is badly in need of redevelopment.
Public area for all in Bowness to use.
Restaurants, parks on the northern aspect of the area, pathway connections, daycare on northern aspect. Library if current library not expanded.
Apartments or commercial structures. Obviously green space wouldn't hurt, but it would have to bring something that we don't already have in other green spaces near by.



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

1st floor shopping and services with integrated residential on the upper floors.
As a member of the community action for early childhood in the Bowness community, I would like to highlight that there is already a daycare located blocks from this location. If the library is to be relocated in this location, what would happen to the existing library in Bowness. I would however like to see A library similar to the model at Crowfoot library that the Calgary foundation funded.
I am concerned that a commercial daycare such as bright path or kids and co Will come to our community. We work so closely as an early childhood coalition to bring best practice that relates to eCMap results for children including the Alberta child care framework and these corporate to daycare's do not subscribe to this level of best practice.
We have a library between 65th and 66th streets on Bowness road. I like the blue area the way it is.
Increased connectivity options - along with higher density, and appropriate commercial and street improvements.
GREAT IDEA. MIXED USE WOULD BE GREAT
location good
pls plan for mixed use residential, potentially retirement options
PLease someone redevelop this site!
That area provides a nice gathering place for events (e.g. pancake breakfast, parade), it would be nice if there could be a more dedicated gathering place for similar events that happen in our neighbourhood - e.g. green space, maybe something where a seasonal farmer's market could set up.
Area in blue is a huge problem in a prime area that if developed and done well this could be an an anchor for,our community. With the ongoing development with medicine hill the future site at Sunnyside and others within the area I can only foresee positive things for this site. Restaurants, business,condos, and something that could enhance our community.
As any fractured ownership area presents challenge for any new development. The fact as the Sunnyside greenhouse sales indicates change but a single development or developer. This area is ripe for a "stadium shopping" centre style development with a residential and commercial mix.
This could be a great opportunity to improve this area. it has been plagued by safety issues this could potentially fix this.
this area on 77 st could use a fully new developed commercial area, it is old and a troubled area
Library????things of the past. except for the fiscal monstrosity being built downtown. mixed use, retirement style sideby sides?
The library used to be here. It moved to mainstreet...but you want to put a midrise where it is now. This is currently a great community hub with many small businesses and it should remain this way.
combo of housing and commercial here would be good
mixed use and retirement housing (sideby sides with yards)
The library already exists on Bowness Road and moved recently, no need to move that. This is in the center of the most crime (from what I have heard) and I do not know how you can improve this other than encouraging medical clinics, perhaps medical labs like where people get blood work done, etc.
mixed use. Residential and commercial
this is an area where higher density and commercial could exist



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

Gathering area like a old-fashioned town square with area for live performances (music theatre) in summer and skating rink in winter (something like Olympic Plaza downtown)
mixed use, commercial and townhomes??? sidebysides
in this area maybe a significant storey building could be built ie: 10 plus. With the entire area up for redevelopment this might be done without affecting offsetting neighbors.
A total redo here would be nice. Perhaps some retirement community development similar to across from hextall bridge. Sidebyside bungalows for retirement purposes.
How about a skate park because you guys keep saying you'll put one in bowness but never do. Or get those private school kids to just change schools to r.b. bennett instead of taking up two schools and creating a massive traffic obstruction every day at 8 and 330 when all the lazy rich parents drop off and pick up their kids making it impossible to get out of bowness near 31st and bowwood drive.
Park, green space, keep Bownesian grocer, larger library, small, independent businesses. Pathway connections? No pathways there. What are you talking about?
An upgraded strip mall - remove all of the old buildings and build something similar to Strathcona or Wentworth. No big box stores ie Walmart - as it would kill all of the small businesses that make up the character of Bowness.
I have no direct concerns about this plan given the current commercial development in existence.
A park.
This area could benefit from additional community facilities. I would like to see a city community/leisure centre built here.
This is an area that should be upgraded - that Mall is OLD and an eye sore - this part of Bowness needs the FACE LIFT. On the West Side of the CPR along Bowness Road Both south side and north to about 80th Street Make this all 6-8 storeys. The Four/duplexes where built cheap and need to be replaced. This is also the source of the crime in this area.
Professional office buildings with retail and restaurants.
10 Storey Plus solution first two to four floors commercial, office, medical, retail, entertainment, dining. A complex that will take on a life of its own. Big Green Houses / Green areas on Top.
The library already has an excellent location in the old Bow Cycle location.
A Recreational Complex would be ideal for the increased population, if the population density increases.
Lower cost family housing such as opposite Sunnyside greenhouse with integrated daycare and seniors development. The development needs to retain the shopping area. Stores like the Bownesian are needed to retain a walkable community.
It's important to be transparent about all major landuse rezoning in our community. I recommend highlighting two other comprehensive plan areas as these future re-developed areas will be very impactful to the Community of Bowness. 1) All Sunnyside Green Houses lands purchased by a local developer. 2) R. B. Bennett School site revitalization lands purchased through Enmax legacy funds.
No comment, but appreciate the direction.
I don't know that there are any specific needs, there are already many good stores in the area. However, the suggestions of pathway connection are nice, as would creating a more dense commercial area be.



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

<p>Redevelopment of this area makes sense. The current buildings and operations are outdated and in varying states of disrepair. The potential for providing Bowness with modern entertainment, retail and recreation options at this location is long overdue.</p>
<p>What about an urban park surrounded by retail/residential like Tomkins Parks between 16th and 17th Avenue SW near 8th Street. Parking could be on the exterior, and the storefronts could face the park with pathways through it for pedestrians. Might need an underground parkade somewhere with the increased density.</p>
<p>A mini hospital, with short patient stay non-critical capability could be considered. A library, a good grocery store and gas station would be appropriate. Replace the bar with an Old English style Pub (not a liquor store). Add a restaurant, coffee shop and a deli. Keep the Legion there - a good place for them. A convenience store is OK.</p>
<p>If the library needs to be moved from its present location, going back to the area where it used to be is OK.</p>
<p>Wow, that site has SO MUCH potential! A community farmer's market site; an open air plaza; think of Granville island with artisans and restaurants; make it a destination that people from all over want to come to! Mix in outreach, community based organizations. There is so much potential it's almost overwhelming to think of one thing.</p>
<p>Developing more synergy with neighbourhoods north of the river. How/where can these connections be stimulated and reciprocated? How can connections to the Crowfoot C-Train and businesses available at Crowfoot Village be enhanced?</p>

6) The Main Street length has been extended to include all Bowness Road between the bridges (Shouldice to 85 Street). Tell us why you think this is a good idea or if you have any concerns?

<p>This is a good idea. It allows for continuity of vision and consistent development.</p>
<p>It is fantastic because the west mall needs motivation to develop. Please.</p>
<p>I agree with plan to include 85 Street.</p>
<p>Makes sense. That is the full length of Bowness.</p>
<p>Not a good idea. Ribbon development - strip malls ent to end - give Bowness a centre as in #1.</p>
<p>62 to 65, bowness mall have to be done right to difine the community. Higher density will drive retail, but not dollar stores.</p>
<p>I agree with formulating a vision for Bowness Road between the bridges. I support higher density housing to spur business / retial redevelopment.</p>
<p>The more main street the better</p>
<p>This is a terrible idea if you are a homeowner on bowness road. Thanks....my bungalow is now surrounded by 4-6 storey buildings. Selectively this could work but please be sympathetic to those who live here.</p>
<p>I think that the commercial areas that exist are adequate. Please respect the rights of residents who bought and purchased homes with an expectation of zoning. increasing commercial or increasing density beyond what was in place when individual purchased their homes is unfair and questionably legal? Are you prepared to compensate people for reduced property values?</p>



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

<p>Good idea because the Bownesian area needs to be dealt with and planned out. Good idea to densify because Bowness Rd has great transit access. However road speed/pedestrian protection needs to be improved. Still too much cut through commuter traffic. As long as new development includes affordable housing and Bowness lower income ppl don't get squeezed out by changes. This is key!!!!</p>
<p>I think we should keep the increased density just to Bowness Road. That's actually many, many lots. That will increase our density, but still keep it manageable from a traffic and community perspective. Too much density will congest every aspect of our lives too much.</p>
<p>The whole of Bowness Road included is a good idea as long as the City is aware that from Shouldice bridge to 67th St is an area that will be affected by flooding and that it is not appropriate for the City to increase the density to put more at risk when the next flood comes. The east end of Bowness Rd should be included in the Main Street project.</p>
<p>bad idea.</p>
<p>This is a great idea - actually this is a great reprisal of what it used to be.</p>
<p>There is a big variance in development and housing types over that Main Street area. It's good as long as that consideration is taken into account.</p>
<p>This is a good idea, particularly in the area by the school and Boy Scouts of Canada, needs redevelopment.</p>
<p>Now, It is a cut through neighbourhood. If there was a way to slow down traffic even more so people would use 16th ave + Stoney. There is a lot of road rage on this road..inside passing even with the calming in place. Lower speed limits all the way and with a light at bowfort rd. I personally saw someone in the crosswalk get hit by a car in January. The calming has helped.</p>
<p>There is an indent on north side of Bowness rd between 67st and 66 st that looks like it is for the bus but the buses do not use. Ther are no parking signs there</p>
<p>Good idea for ease of navigation.</p>
<p>Love it. The street need a huge overhaul</p>
<p>Bowness rd has become too dense with traffic, as other urban areas now feed through instead of using main routes. I would conditionally support this with a couple caveats: Vehicle noise reduction based on building structure design along the road. Consider how the bike lane and street parking could create risks to bike commuters & creating more dense housing brings more young families-risky street</p>
<p>It seems silly to break up the community of Bowness into smaller chunks for planning. It's small enough as it is, so planning it all together will provide a better plan for the neighbourhood.</p>
<p>Have you considered a low rise nursing home on one side of a square with commercial 2 storey on 2 sides and all parking to rear - the inner square would be wheel chair friendly walk ways with trees and planters throughout. General public and residents could then mingle.coffee shop florist, hairdresser garden centre. etc.</p>
<p>I believe this is a good idea as it connects All areas of Bowness. It should never have been only downtown Bowness that receives funding for upgrades and beautifying projects such as planters. If all areas of Bowness Road receive upgrades it will improve the overall aesthetics west of the train bridge.</p>



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

<p>I don't think it's a good idea! Why can't you just leave Bowness with the zoning it has presently? Go away and leave us alone.</p> <p>I suggest you find out where all the social planners at city hall live and put high density housing on their streets. I would especially like to have Councillor Ward Sutherland set an example by having 6 story, high density housing built around his personal residence.</p>
<p>I think you've extended main street too far to the east. I am opposed to extending main street beyond 63 to Shouldice. As you get closer to Shouldice, these properties are very much in the flood fringe and density should not be increased in these areas.</p>
<p>Great idea - the entire corridor is a hidden gem in Calgary. It has the potential to be one of the most walkable, desirable areas to live and work in the entire City, but has been held back by the legacy of annexation and bad planning for the past 5 decades.</p>
<p>BAD IDEA. TRY TO RESPECT HOME OWNERS ALONG THIS STRETCH OF ROAD WAY</p>
<p>bad idea. Commerical development should be kept to where it exists today</p>
<p>I do not think this is a good idea.</p>
<p>concerned about the red area near the bwoness park four way. is there even demand for that? shouldne't we concentrate on incentivising the redevelopmetn of the mall site.</p>
<p>I think it is a great idea to include the bridge to bridge area in the Main Street project. This is a developing comunity and with ongoing increase of buisness's recently dental office building, Angels restaurant renovation, this could bring more business to our area and as a resident I encourage it and hope to see more.</p>
<p>The concerns are, we have zoning and the new zoning only changes a handful of lots. The over shadowing without changing the traffic patterns is wrong. There is 8000 to 10000 units coming between Greenwich and Trinity that will using our area please please please keep this In mind while planning your next steps! Keep the analogy of Bowness park hideous structure in mind when planning our so called</p>
<p>Bad idea. Keep commercial restricted to where it is today.</p>
<p>the 85 st bridge is a huge concern for bicycle traffic, signs stating that cyclists should dismount and walk across the narrow bridge are much needed, this is dangerous to not only the cyclist but vehicular traffic as well, this should be a priority</p>
<p>Bad idea. This is a reach to think commercial is appropriate this entire length.</p>
<p>Main Street is a small town turn. This proposal appears to be taking away the "small town" aspect of Bowness by significantly increasing the density. Increasing the density will take away from the community charm we currently enjoy.</p>
<p>I do not think that commercial should extend from bridge to bridge.</p>
<p>this is a bad idea</p>
<p>Good to plan to connect the whole neighbourhood, however most neighbourhoods have only a 3-10 block main street area like Inglewood, Kensington and Marda Loop. It is not feasible for the entire Bowness Road to be included other than perhaps flags/signage etc, but that seems too expensive and not necessary.</p>
<p>This is anything but a good idea....its a terrible one.</p>
<p>I do not think it will be fair for the home owners on bowness road for the main street idea to be extended. They could end up with development towering over their homes.</p>



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

Good idea
I believe this should only include the areas where this type of development already exists.
This is a good idea as it allows for the further development of an independent community.
I do not think this is a good idea.
Seems a big reach. Start around the existing commercial and see how it goes.
It depends if done well it will help build the community but by having it the entire length may dilute the closeness of the existing cuisines zone
The city was so worried about traffic they added stupid crosswalks into main street and now you think adding more building is a good idea? Pave the damn roads!
Most of the western side of Bowness Road is residential. How does this designation affect these people? Are you planning to zone them out of their homes? Are you planning to make it commercial? What does the "Main Street" designation mean to City Hall? More information please.
Has there been any estimates to the increase in population and traffic that Bowness would experience as a result of this increased densification? Bowness is considered to be a quaint quiet community within Calgary and will dramatically lose that character with such an ambitious proposal. South Calgary/Marda Loop is a good example of the massive congestion of traffic and lack of parking.
NO, NO, NO. TRAFFIC Danger! Commercialism! Death of small town character, Death of quiet neighborhood, Death of knowing your neighbor, Death of individualism in terms of building and land use. Death of beautiful views (COP escarpment). Horrible planning with no good purpose in mind for current families who have invested in Bowness as their home and neighborhood.
It is stupid to try to create a place in a residential area for merchants and pedestrian when every one drives. Leave the area as is. Bowness is used as a through road for people in the NW. If you want to slow people down make it a 40KM zone and put in speed pumps.
I think it is a good idea to consider the whole corridor, although the focus should be different (as you have identified), and the priority should be on the Red zone of the corridor.
Focus From CPR Rail line West - 2 streets north and south of Bowness Road - Up grade the OLD Properties (the low income slums of Bowness) Make the "Blue" an area to visit - as it is now why would want to go there - no shopping - no entertainment - no dining= no reason: An old crapped out bowling alley, an old legion, old Safeways store and a strip mall that should have been upgraded years ago.
More walkable neighborhood, more people around may reduce crime
Should only be extended from 61st St to 85 St NW due to the flood risk East of 61st. St.
Focus CPR tracks West to 85 Street. What is the Sunnyside development going to look like? Expand more North and South on the Western part of Bowness Road.
I do not think it is a good idea, since presently much of that street is residential. Bowness has always been a very special area. My impression is that the city is trying to change that. Bowness use to be a separate town with a lot of charm. These changes that are being proposed would be changing the character and charm of Bowness.
General concerns: Berm construction for 5 years+ at the same time will absolutely wreak havoc on the community



Main Streets – Land Use Planning

Bowness Road N.W. // What We Heard

May 7, 2018

<p>Increased traffic is a concern, as there are many crossings on Bowness Rd to get to schools, so safety of the kids is a big concern.</p>
<p>4 storey development is too high as the road has no boulevard and will appear too narrow to support 4 storeys on either side. I think the city should look at promoting higher development in more isolated areas of bowness such as the commercial area in west bowness and some of the school yards that are no longer in use. There is significant unused space in Bowness to increase density</p>
<p>I generally support landuse rezoning from shouldice to 85 street bridge, but as mentioned above I would like the city to acknowledge other future major plans for redevelopment in our community. Thanks!</p>
<p>No comment?</p>
<p>I don't have any major reservations with this, providing the community and historic feel of the retail areas is maintained.</p>
<p>The City should delay ALL plans to rezone and increase the residential/business density along the eastern section of Bowness Road until AFTER it has taken care of the flood risk for properties between 70th Street and the Hextall Bridge.</p>
<p>My main concern is the westernmost part along 85th Street unless you are planning to rebuild (widen) the 85th street bridge. The stretch of road is a real bottleneck already, and with the school, community association, and scout hall nearby, you likely do not want to increase the number of cars looking for a parking spot: seems it would be less safe for the kids.</p>
<p>Shouldice Bridge to CP train Bridge should remain as main street. Older duplexes need to be eventually replaced. Bilevel street walkout units are more desirable than 'stairs' and are especially desired by disabled persons and seniors and me too! 2 Storey vaulted ceiling homes do not fit the character of the community. Taller is not better - cost more to build and to heat. Taxes are higher</p>
<p>Bowness 'main street' should not include the areas west of the CP rail bridge. Keep the current (main) business district where it is. Repeating from above, Bowness Road does not and should not be the next Grand Canyon!</p>
<p>This is a very good idea as what happens at one end will impact what goes on at the other. Too much commercial/mixed use in one area will have detrimental effects on another. I really hope the city does not ignore traffic flow with the increased density, and REALLY thinks about improving transit (eg. why does it take 2 buses to get from Bowness to the U of C? It's not that far!!).</p>
<p>I think it is a fabulous idea and provides an arterial hub that will enhance, serve, and connect everyone in the neighbourhood. The more eyes on the street the better.</p>