



June 30, 2022

Sholdice, Trevor
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(403) 808-2926

Dear Applicant:

Re: Pre-Application Assessment Form
Pre-Application number: PE2022-01082

The City of Calgary's Planning & Development department has completed a review of this pre-application enquiry, based on the materials provided by the applicant. Please note that these comments are preliminary and are intended to highlight major issues only. These comments do not represent a full evaluation (i.e. Detailed Review) or endorsement of the proposal.

Sincerely,

Shallu Sharma
Planner 1

[Click or tap here to enter text.](#)



Pre-Application Assessment

Application Number: PE2022-01082
Site Address: 6623 BOWNESS RD NW
Community: BOWNESS
Applicant: Sholdice, Trevor

Development Applications Review Team

Planning: SHALLU SHARMA 403-312-2846 Shallu.Sharma@calgary.ca
Utility Engineering: DAVID BERGE 587-216-7720 David.Berge@calgary.ca
Mobility Engineering: JASON BELL 587-223-0759 Jason.Bell2@calgary.ca

Applicant's Enquiry

Affordable housing is looking at reviewing the noted parcels of land within the city to determine suitability for their Nonmarket land sale proposals

Planning Policies

Municipal Development Plan

MDP Policy 2.3.1 Housing – Housing Diversity and Choice mentions about “*Increased opportunities for affordable housing*”.

- e. Recognize and encourage affordable housing as an integral part of complete communities.
- f. Create affordable housing by encouraging:
 - i. A varied community composition by providing opportunities for affordable housing to locate in all areas of the city with a built-form contextually appropriate to the area.
 - ii. Affordable housing to locate in all areas of the city, with a focus on locations served by the Primary Transit Network and appropriate services, while avoiding an **over-concentration** of affordable housing in any one area.
 - iii. **Affordable housing serving families to locate in areas close to parks, schools, recreation facilities and commercial nodes.**

- iv. New development and redevelopment to incorporate affordable housing that is visually indistinguishable from market housing.
- v. Affordable housing units of different sizes and types within market residential developments.
- vi. The provision of an adequate supply of rental accommodation across the city that is affordable to low-and moderate income households.
- vii. Partnerships with developers, other orders of government and non-governmental agencies to pursue measures to ensure construction of affordable housing in multi-unit development projects, in new communities and within redevelopment areas

Required Information

In addition to the applicable Complete Application Requirement List (CARL), the following requirements must be provided/addressed at the time of application submission. If the following items are not provided, the submission will be incomplete, and the application review will not proceed.

Planning

1. At the time of application, a Climate Resilience Inventory Form for (land use/outline plan or development permit) shall be submitted detailing/describing the specific elements or measures included in the proposal that address climate change mitigation (reduction of GHG emissions) and/or adaptation (reduction of risk from climate related hazards). Applicants are encouraged review the [Climate Resilience Inventory User Guide](#) for DP (or LOC), and to seek guidance directly from Community Planning or through CPClimate@calgary.ca regarding specific opportunities.

Preliminary Assessment

The following comments identify issues, obstacles and challenges with the proposal that the Applicant and Property Owner are expected to address prior to the submission of the formal application.

Planning

2. The applicant is strongly encouraged to consider including electric vehicle charging infrastructure within the development. The options include parking stalls equipped with an Electric Vehicle Supply Equipment Installation (EVSE Installation), and stalls considered EV Capable (capable of supporting a minimum of 40 Amps at 208 Volts or 240 Volts for electric vehicle charging which must include the installation of distribution panels, electrical capacity, and wall and floor penetrations to accommodate future charging cabling, and may include an electric vehicle energy management system).
3. Landscaping can contribute to multiple climate-resilient outcomes including on-site storm water management, mitigation of extreme heat, support for biodiversity, and sequestration of carbon. When preparing the Landscape Plan priority should be given to the following considerations:
 - maintaining as much existing mature vegetation as possible;
 - selecting new plantings that are adapted to existing and projected climatic conditions, especially drought tolerant and low-water species;
 - grouping plantings into mulched planting beds;
 - selecting a variety of plants that provide habitat to wildlife and promote biodiversity including pollinator species;
 - providing adequate soil depth (minimum 300mm, greater depths encouraged);
 - including edible landscaping (such as fruit trees and shrubs) where appropriate;
 - incorporating features that collect and infiltrate water such as raingardens and bioswales; and
 - limiting impervious surfaces.
4. **Affordable Housing**

The proposed land use amendment and affordable housing concept plan supports MDP Policy 3.5.2.a, which states that Sites within the Inner city Area may intensify, particularly in transition zones adjacent to areas designated for higher density or if the intensification is consistent and compatible with the existing character of the Neighbourhood.

The proposed land use amendment and concept plan also increases opportunities for affordable housing in accordance with MDP policies 2.3.1.e and 2.3.1.f.

This site is located within 2min of walking distance from existing bus stop which provides close proximity to Public Transit.
5. **Municipal Development Plan**

This site is located within Developed Residential Area. According to the Land Use Policies for Developed Residential Area section 3.5.1

a. Recognize the predominantly low density residential nature of Developed Residential Areas and support retention of housing stock, or moderate intensification in a form and nature that respects the scale and character of the neighbourhood. Local commercial development within residential areas, that is of a scale and intensity that supports residents' commercial needs is supported.

The proposal is supporting the above mentioned policies taking into consideration the location of subject parcel (Main street) and compatible to surrounding Multi Residential Development.

b. Redevelopment within predominantly multi family areas should be compatible with the established pattern of development and will consider the following elements:

i. Appropriate transitions between adjacent areas.

ii. A variety of multi-family housing types to meet the diverse needs of present and future populations.

The site is covered under the Inner City Area typology referenced in the Municipal Development Plan (MDP), according to which Sites within the Inner City Area may intensify, particularly in transition zones adjacent to areas designated for higher density (i.e., Neighbourhood Main Street), or if the intensification is consistent and compatible with the existing character of the neighbourhood. Transition zones should be identified through a subsequent planning study.

b. A range of intensification strategies should be employed to modestly intensify the Inner City Area, from parcel-by-parcel intensification to larger more comprehensive approaches at the block level or larger area.

6. Bowness Area Redevelopment Plan

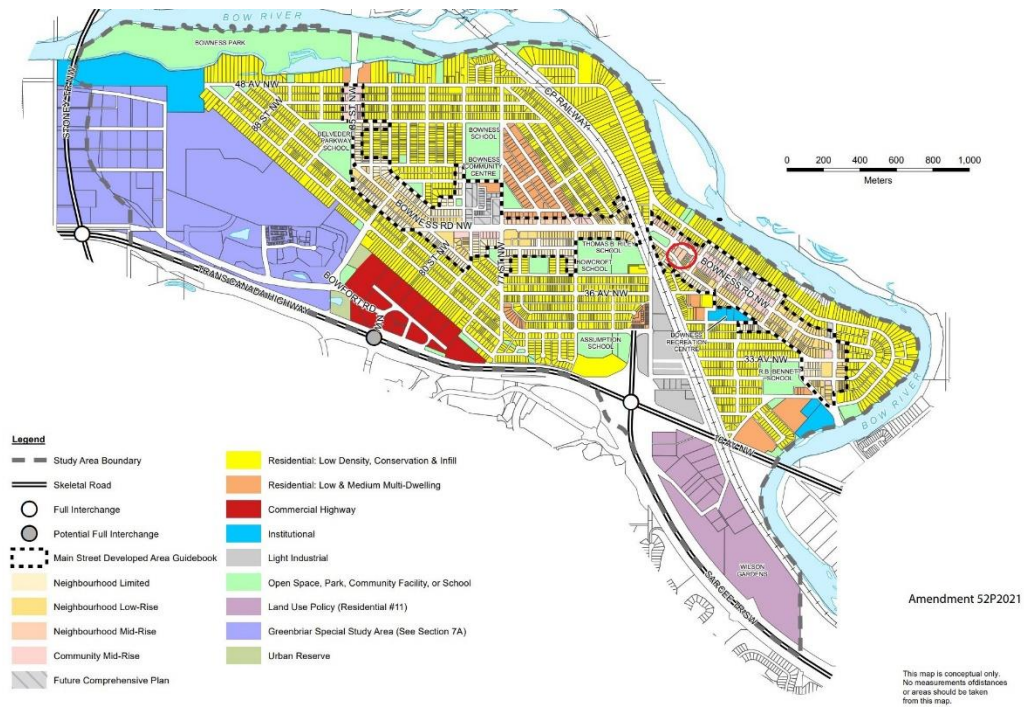
Map 2 of the Bowness Area Redevelopment Plan provides land use policy areas for the Bowness Community. The subject site is defined within this plan as Residential: Low & Medium Multi-Dwelling.

The subject site is also within the Bowness Main Street area. A Main Street allows for a wider variety of uses and mixed housing options to support higher density of development necessary to support these varied retail and business uses. Subject parcel along Bowness Rd NW has been designated as R-C2 since the inception of LUB 1P2007. As part of the Bowness Main Street initiative, development along Bowness Road is designated as M-C1 Multi-Residential - Contextual Low Profile and M-C2 Multi-Residential - Contextual Medium Profile.

According to Bowness Area Redevelopment Plan Policy 6.5(2) Implementation states:

The disposition of City owned lands presently designated for residential land uses should also be expedited, and such re-use should attempt to maximize housing choices.

The above mentioned policies are relevant to proposal. Land Use redesignation approval process should consider these policies when contemplating Land Use Redesignation for subject parcel.



7. Land Use Density

The subject parcel is surrounded by Multi-residential development M-C2 to North, East and West and R-CG to South.

The Bus stop is 2 min of walking distance from the site

Taking into consideration the surrounding land uses and close proximity to Bus stop, and the MDP Established City Policy, Planning is recommend the redesignation of site from R-C2 to M-C2.

Planning supports the following proposal of land use redesignation:

Option 1 : R-C2 to M-C1

The M-C1 district provides for a range of multi-residential development of low height and medium density, with a maximum density for parcel -148 units per hectare

Option 2: R-C2 to M-C2

M-C2 provides for multi-residential development of medium height and medium density. May be appropriate to establish density modifier to comply with the Area Redevelopment Plan.

8.

Subject parcel is currently used as Park/Open space by the community residents. Considering the present use of the parcel, planning highly recommend to:

1. Undertake public engagement for this file prior to submission of the application - meeting with the Community Association, Ward Councillor and adjacent land owners (in person or virtually) to understand:

- a. The impacts of the density proposed on the adjacent parcels and surrounding community;
 - b. Demonstrate how community would be benefitted with the proposal.
9. Public trees located on the park / city owned land within the development site shall be retained and protected unless otherwise authorized by Urban Forestry. Prior to construction, install a temporary fence around the extent of the branches ("drip line") and ensure no construction materials are stored inside this fence. Compensation will be required for any trees removed.
 10. Parks comment sent separately in an email

Utility Engineering

11. At the time of development, submit a Fire Flow letter, prepared by a qualified professional engineer under seal and permit to practice stamp to the satisfaction of Development Approvals Team Leader, Water Resources. The fire flow letter shall identify the type of the development, address of the development, DP application and the fire flow required based on the fire underwriters survey for the developing property. If the City watermain does not have the flows available to meet the fire flow requirements of the developing property the City main must be upgraded at the cost of the developer. Letters can be submitted via email to: WA-ResourcesDevelopmentApprovals@calgary.ca

Note: The available fire flow in the adjacent City watermain will be provided at DP stage. Fire Flow letter requirement will be dependent on the number of units proposed.

12. At the time of development, submit a Sanitary Servicing Study, for review and acceptance, prepared by a qualified professional engineer under seal and permit to practice stamp. The report shall identify potential impact and/or *ˆ*pinch points $\hat{}$ within the public sanitary sewer system caused by the ultimate flows generated by the proposed development and must be to the satisfaction of Water Resources. For further information, refer to the following:

Sanitary Servicing Study Guidelines

<http://www.calgary.ca/PDA/pd/Documents/development/west-memorial-sanitary-servicing-study-guidelines.pdf>

Note: Sanitary Servicing Study requirement will be dependent on the number of units proposed.

13. Prior to the release of the formal application, the submission of a Development Site Servicing Plan for review and approval will be required.
14. Water main and sanitary sewer connection is available from Bowwood DR NW or Bowness RD NW. Storm sewer connection is available from Bowwood DR NW.
15. The allowable stormwater run-off coefficient shall be 50 L/s/ha.

16. At the time of development, waste and recycling storage/collection facilities shall typically be designed in accordance with the current waste and recycling guidelines and specifications. Typically, 3 (three) streams of waste are to be stored on / within a site OR development (including general waste, organics waste and recyclable materials).

Note: Refer to the following for further waste and recycling guidelines and specifications:
<http://www.calgary.ca/UEP/WRS/Pages/Commercial-Services/Development-Permits-Waste-Recycling.aspx>

OR

Contact the Waste and Recycling Services, Technical Assistant at 403-268-8445 for further site specific details.

17. At the time of development, fire access and/or proximity shall typically be designed to current fire access/proximity standards.

See the below link for further details:
<http://www.calgary.ca/CSPS/Fire/Documents/Fire-Department-Access-Standard.pdf>

OR

Contact the Fire Department Specialist at 403-815-1114.

18. At the time of development, off-site levies, charges and fees will be applicable pursuant to Bylaw 2M2016 and will be dependent on the type and size of development taking place. Therefore, an estimate cannot be completed until detailed design drawings are provided at the development permit stage.
19. Coordinate with the affected utility owner(s) before commencing construction of the proposed development. Records indicate there are Shaw and Telus lines within the subject parcel.
20. Submit recent environmental report(s) (i.e. Environmental Site Assessment Phase 1, Phase 2, etc.) should the applicant be aware of any existing contamination associated with the development site / scope. Said report(s) shall be prepared by a qualified professional, to the satisfaction of Environmental and Safety Management.

Mobility Engineering

21. Bowness Rd is classified as a Neighbourhood Boulevard. As per the 2020 DGSS, the sidewalk at this location would be required to be rebuilt to 3m width.
22. Bowwood Dr is classified as a Residential Street. As per the 2020 DGSS, the sidewalk at this location would be required to be rebuilt to 1.5m width.
23. Based on the development's location adjacent to the 5A Network, Transportation highly recommends that the Applicant include additional bike parking (both Class 1 and Class 2) above the requirements of the Land Use Bylaw to support residents and visitors in choosing alternative modes of transportation. All bicycle parking is to be designed as per

- the City of Calgary Bicycle Parking Handbook. Bicycle parking stalls must include a device specifically designed to park a bicycle; which allows a bicycle frame and both wheels to be secured. The device shall be anchored to a hard surface or fixed structure. Transportation recommends U-racks for both Class 1 and Class 2 stalls as this provides the safest and most accessible design for all ages, abilities and varying bicycle types. Provide a detail of all proposed bicycle parking systems on the plans.
24. The Applicant is required to provide connections from building entrances to public sidewalks along the site to support access to Transit. The site is well served with access to a nearby bus stop #8814 with an existing shelter.
 25. Parking for motor vehicles and bicycles shall be provided per The City of Calgary's Land Use Bylaw 1P2007 requirements. Parking to be supplied and designed to the satisfaction of Transportation Planning. Should a parking relaxation be proposed, a parking study or memo may be required; contact the Transportation Generalist to confirm the scope as necessary. Transportation is generally amenable to supporting a parking relaxation in locations that are accessible to Transit facilities and other alternative mode infrastructure.
 26. Development Permit plans must show and label the location, number and size of motor vehicle parking stalls, visitor parking stalls, bicycle parking stalls, pick-up and drop-off stalls, loading stalls and waste & recycling collection. All parking and loading shall be provided on-site. Land Use Bylaw requirements include:
 - a) Parking stalls for dwelling units shall be a minimum width of 2.5m.
 - b) Parking stalls for all uses, other than dwelling units, shall be a minimum width of 2.6m.
 - c) Parking stalls, for uses other than dwelling units, where abutting a physical barrier on one side shall be a minimum width of 2.85m, or 3.1m with barriers on both sides.
 - d) Parking stall dimensions shall be clear of all obstructions, other than wheel stops and structural columns.
 - e) The maximum grade of a parking stall shall not exceed 4 percent in any direction.
 - f) The minimum drive aisle width for a parking area, or parkade access shall be 7.2m.
 - g) Parallel parking stalls shall be a minimum width of 2.6m and a minimum length of 6.7m.
 - h) To facilitate access to the end stalls, the drive aisle must extend past the last stall by minimum of 1.2m, to a maximum of 2m for a vehicle to complete the back out and turn maneuver.
 - i) Each parking stall, where located next to a sidewalk, shall have a properly anchored concrete wheel stop (100mm in height and 600mm from the front of the parking stall).
 - j) The site plan should include an on-site loading space with a minimum width of 3.1 metres, a minimum depth of 9.2 metres and a minimum overhead clearance of 4.3 metres.
 - k) As per the Alberta Building Code (Section 3.8.3.22), a barrier-free parking stall intended for use by persons using a wheelchair or other mobility aid shall be designed as a 2.4m wide parking stall adjacent to a 2.4m wide unloading area (which can be shared between two barrier-free stalls).

27. With the development permit (DP) plans, provide a detailed cross-section of any proposed parkade ramps, indicating all grades, transitions and elevations to current City standards per Road Construction Standard Specifications 454.1010.003.
- a) Extend the cross-section across the lane
 - b) Clearly indicate that the parkade ramp width is a minimum of 7.2m for the entire length, to be confirmed with sweep paths.
 - c) Clearly indicate the width of the door to parkade.
 - d) The minimum overhead clearance for a parkade is 2.1m and the plans shall indicate the same.
 - e) The minimum grade section length between transitions is 4.5m. Include a 4% grade for the 4.5m section at the beginning of the ramp. The 4% section is included mainly for visibility purposes, to maintain proper sight lines for drivers approaching the sidewalks or the internal roads.
 - f) The maximum grade change between transitions is 12 percent.
 - g) Provide a detail for the trench drain per Roads Constriction Specification 454.1010.003. Trench drain must be located exterior to the garage door or parkade entry; label a minimum 0.6m offset. Indicate a 2% draining from the parkade door to the trench drain.
 - h) The maximum grade is 15% if uncovered and 20% if covered or heated.
 - i) On the section, indicate the grade within the lane to show the transition to the proposed ramp. Ensure that the lane drains away from the parkade entrance.
 - j) Amend the ramp grade closest to the ground level from the proposed 10% to try and get it closer to the 4% standard (as per 454.1010.003) for visibility leaving the parkade.
28. At the development permit (DP) stage, include sweep paths to confirm turning requirements for access to and from the site. Turning templates are required for an SU9 or the largest design vehicle accessing the site (whichever is larger). All templates are required to show the TAC turning template diagram with the design parameters of the vehicle. The minimum design speed is 15Km/h and no dry steering permitted. All minimum clearances between the sweep paths and obstructions (walls, parking stalls, curbs, fencing, etc) are to be clearly dimensioned and must exceed the minimum 0.6 m clearance. Sweep paths are to be signed and stamped by a Professional Engineer or Technologist registered in the Province of Alberta. Include sweep paths for:
- a. Vehicles accessing loading/unloading areas. A loading stall must be located so that all motor vehicles using that stall can be parked and maneuvered entirely within the boundary of the site before moving onto a street or a lane (Land Use Bylaw-1P2007 page 117).
 - b. Waste & Recycling (W&R) vehicle operations; clearly show the position of the W&R vehicle and the containers during the pick up operation.
 - c. Molok collection vehicles. Clearly show the position of the vehicle during the pick up operation. Crane operation for the molok is not to swing over pedestrian walkways, parking stalls, buildings, or other fixed objects.
 - d. Access to surface stalls off the lane, taking into account the existing utility poles and guy wires.
29. Access to Bowness Rd NW is not permitted due to existing on-street bicycle lanes. Access shall be to/from Bowwood Dr NW.

30. The applicant shall indicate on the drawings the locations of any existing curb cuts/driveways that are not in use, and that these will be closed and rehabilitated at the expense of the developer.
31. All driveways within the road right of way will require to be constructed in Concrete as per City of Calgary specification. Applicant may construct asphalt behind the property line.
32. For each driveway, provide a detailed driveway cross-section complete with dimensions, ramp grades and elevations at face of curb, back of sidewalk, property line, and driveway ramp on private property as per Roads Specification 454.1010.003.
33. The design of driveways must be approved by the City of Calgary Roads Department. New driveways including driveway modifications, removal and rehabilitations of unused driveway crossings or relocations, sidewalks, wheelchair ramps, and lane paving must be constructed to City standards at the developer's expense. Obstructions such as storm catch basins, hydrants, power poles, etc., must be relocated to City standards at developer's expense.
34. Provide two (2) boulevard cross sections along each adjacent road. Indicate the existing and proposed dimensions, elevations and slopes at the top of curb, back of sidewalk, property line and the main floor. A maximum 2% grade is permitted in the boulevard. Indicate that all adjacent boulevards are graded at 2% up from the top of curb to the existing property line.
35. With development of the subject site, encroachments such as retaining walls, planters and stairs will not be permitted within the City right-of-way.
36. All site-specific servicing structures (transformer, pull boxes, pedestal, etc). Must be located within the private site and behind the required bylaw setback public realm.
37. The applicant shall ensure that no damage shall occur to City roads, rights-of-way, lanes, and sidewalks, during time of any associated construction, from vehicles or equipment. Any damage incurred by the contractor shall be at the owner's expense.
38. Bowwood DR is signed as a playground zone because of the existing park space on the subject site (#6623). With the use changing, Traffic has to revisit the playground zone signage in the area, which will be a cost for the developer.
39. Additional comments regarding the development will be forthcoming following a more comprehensive submission. Future revisions, addendums, proposals or submissions within the subject area are subject to further Transportation review and analysis, at the discretion and satisfaction of the Director, Transportation Planning.