

Calgary Planning Commission Member Comments



For CPC2020-0488
heard at Calgary Planning Commission
Meeting 2020 May 07



Member	Reasons for Decision or Comments
<p>Commissioner Scott</p>	<p>Reasons for Opposition of CPC’s Recommendation</p> <ul style="list-style-type: none"> • The C-N2 zoning for the commercial parcel originally proposed by the applicant is appropriate to context and supportable in policy. • The site is located at the periphery of the scribed TOD zone, and would not be conducive to 100% pedestrian-oriented development given the grade change, actual walk distance to the platform area, and pedestrian-unfriendly environment between the platform area and the site, consisting mainly of three large surface park and ride surface lots. • The site is located on a major road at the entrance to a community, and at a lengthy distance from the LRT platform area and is not conducive to a pedestrian-only development in this context, nor should a pedestrian-only development be forced here. • C-N2 zoning does not exclude provision of development accessible by bicycle or pedestrian modes (from either the LRT or community), including the gas bar/convenience store itself proposed by the applicant. • Section 4.3 of the City of Calgary Transit Oriented Policy Guidelines allows some auto-oriented uses to locate at the periphery of TOD zones, as in this case. The intent of the TOD Guidelines is to prevent non transit-supportive from locating in the “immediate” station area, and to prevent auto-oriented development from “overwhelming” the station area. The guidelines therefore stipulate non-transit supportive developments may be supportive to the edge of the station planning area. The proposed C-N2 district satisfies the criteria of being located toward the edge of the station planning area, and of not overwhelming the station planning area, and is compliant with TOD policy in this respect. • C-N2 facilitates It provides horizontal mixed-use over vertical mixed-use in response to the market. • The existing City of Calgary LRT park’n’ride surface lots represent a far more suitable and appropriate location to focus pedestrian-centric commercial opportunities. • I do support the component of the staff recommendation regarding the DC (M-2) residential components as these retain or exceed residential density targets and provide for future residential development closest to the LRT station area. • General comment on process: the structure of the Administration Recommendation to Council in two parts is

Calgary Planning Commission Member Comments

	<p>appropriate and innovative and maintains continuity of process without compromising integrity and thoroughness in the decision-making process, and I wish to express support and acknowledgement for the file manager and CPAG on this innovative approach.</p>
Commissioner XX	Reasons for Approval/Refusal <ul style="list-style-type: none">•
Commissioner XX	Reasons for Approval/Refusal <ul style="list-style-type: none">•