

# Calgary Planning Commission Member Comments



For CPC2023-0361 / LOC2022-0037  
heard at Calgary Planning Commission  
Meeting 2023 April 20



Member	Reasons for Decision or Comments
<p><b>Commissioner Tiedemann</b></p>	<p>Reasons for Approval</p> <ul style="list-style-type: none"> <li>This application seeks to redesignate the parcel from M-C2 to a DC based on MU-2 that would primarily help to facilitate zero resident parking. The proposal includes providing a significant increase in the cycling infrastructure /storage to help offset the lack of vehicular parking. The site is located less than 100m from the Sunnyside LRT station and is ideally located within the city to support a minimal parking supply.</li> </ul>
<p><b>Commissioner Hawryluk</b></p>	<p>Reasons for Approval</p> <ul style="list-style-type: none"> <li>This lot is less than 150m from a grocery store and an LRT station, so it makes sense to relax parking requirements.</li> </ul> <p>In a study published in 2021, Adam Millard-Ball, Jeremy West, Nazanin Rezaei, and Garima Desai found “that essentially random variation in on-site parking availability greatly changes households’ car ownership decisions and driving frequency, with substitution away from public transport. In contrast, we find that parking availability does not affect employment or job mobility. Overall, the evidence from our study robustly supports that local features of the built environment are important determinants of transportation behaviour” (<a href="https://doi.org/10.1177/0042098021995139">https://doi.org/10.1177/0042098021995139</a>).</p> <p>To put that more directly, building more parking causes people to own more cars, drive more, and park more. Building more parking also discourages people from taking transit and walking. A city that wants to meet its climate, development, and transportation goals—or simply wants to encourage residents to use the transit system that it has spent billions of dollars to build—would not require any parking near LRT stations.</p> <p>Similarly, it is reasonable for the ground floor to have commercial uses. There was some discussion at Commission about whether the Direct Control District should be based on M-U1 so the main floor could have commercial uses that do not need to have active frontages. The applicant was confident about a Direct Control District based on M-U2.</p>