

Calgary Planning Commission Member Comments



For **CPC2024-0494 / LOC2022-0228**
heard at Calgary Planning Commission
Meeting **2024 May 9**



Member	Reasons for Decision or Comments
<p>Commissioner Hawryluk</p>	<p>Reasons for Approval</p> <ul style="list-style-type: none"> • This Direct Control District is based on the Centre City Mixed Use District (CC-X) and includes a few features that are worth highlighting: <ul style="list-style-type: none"> - No height limit, - Bonus density for providing publicly accessible private open space, public art, off-site improvements, or a combination of the above; - Sunlight protection Rules that prevent any more shadows than already occur in Millenium Park and the Mewata Parking Lot between noon and 4pm (MDT) between the spring and fall equinoxes; - Ground floor uses and setbacks along 9 Ave and 11 St (the second of which need to work with the undecided plans for the 11 St underpass); and - Rules about the location of residences near the rail corridor. <p>This approach seems like an excellent way to regulate and protect the public property, especially Millenium Park, while trying to keep a light regulatory touch on private property.</p> <p>Commission discussed lowering the minimum parking requirement for bicycles, which has been increased from 0.5 Class 1 bike parking stalls/unit in the Centre City Districts (LUB, Section 1159) to 1.5 Class 1 bike parking stalls/unit. This motion failed. Minimum parking requirements of any type are based on a “shaky foundation,” tend to be copied from nearby cities or handbooks from the Institute of Transportation Engineers Canada, and inflate trip generation rates.[1] Yet, I can see arguments for and against bicycle parking requirements. Higher bicycle parking requirements could encourage people to own and use bikes, which could support the City’s climate and transportation goals. Conversely, bicycle parking requirements are no more scientific than motor vehicle parking requirements and, despite taking less space than motor vehicle parking stalls, still require some space, which imposes additional costs on future residents. Perhaps when revising the Land Use bylaw, Council might consider letting</p>

	<p>builders opt to subsidize shared bike services instead of building as much bike storage.</p> <p>It is also worth commenting on the current Direct Control District, which allows a mix of commercial, light industrial, and residential uses near Downtown and a maximum height of 12m. A Land Use District like this encourages negotiations, but does not encourage building. One wonders to what extent this Land Use District and the school of planning via negotiations contributes to gravel parking lots along the south side of 9th Ave S, which seems inconsistent with policies in the Municipal Development Plan and Calgary Transportation Plan.</p> <p>Because location is a gateway and application is likely to use density bonusing, this Development Permit will come to the Planning Commission.</p> <p>[1] Donald Shoup, "The Trouble with Minimum Parking Requirements," <i>Transportation Research Part A</i>, 33A, no. 7-8 (September/November 1999): 549-574.</p>
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