

# Calgary Planning Commission Member Comments



For CPC2024-0945 / LOC2024-0076  
heard at Calgary Planning  
Commission  
Meeting 2024 September 05



Member	Reasons for Decision or Comments
<p><b>Commissioner Hawryluk</b></p>	<p>Reasons for Approval</p> <ul style="list-style-type: none"> <li>This Area Redevelopment Plan (ARP) amendment would reduce the amount of parking that is required for someone to build houses under the current Multi-Residential – Contextual Low Profile (M-C2) Land Use District. A development permit has been submitted for a 19-unit building.</li> </ul> <p>The fundamental question for the Planning Commission was whether to follow the Bridgeland-Riverside ARP’s parking requirement of 1.25 spaces per unit or the Land Use Bylaw’s (LUB) parking requirement of 0.625 spaces per residential unit. The ARP would require 24 parking spaces (19 units x 1.25 spaces/unit = 24 spaces). The LUB would require 12 spaces (19 units x 0.625 spaces/unit = 12 spaces) with a further 25% relaxation because it is within 200m of Edmonton Trail, which is part of the Primary Transit Network (LUB 560(c)), which would require 9 spaces (12 spaces – 25% = 9 spaces, see also Attachment 1, page 4 and page 15 of Administration’s presentation to Commission, <a href="https://pub-calgary.escribemeetings.com/filestream.ashx?DocumentId=301164">https://pub-calgary.escribemeetings.com/filestream.ashx?DocumentId=301164</a>). Commission needed to decide which Council-approved document to favour.</p> <p>Administration reports that the ARP’s higher parking requirements “were intended to help manage parking issues associated with the former Calgary General Hospital” (Attachment 1, page 5). Knowing the ARP’s parking requirements originated with a hospital that was demolished over 25 years ago made it easier to support using the LUB’s more recent parking requirements for multi-residential districts of 0.625 spaces per unit, which were approved in 2022.</p> <p>Following the LUB’s parking requirements more closely aligns with the Municipal Development Plan’s key direction to “direct land use change within a framework of Activity Centres and Main Streets,” and policy for growth in Activity Centres and Main Streets that “concentrates jobs and people in areas well served by primary transit stations and stops” (2.2 and 2.2.1.a.ii).</p>

	<p>In 2019, Bruce Belmore, then-President of the Institute of Transportation Engineers, wrote that “minimum parking requirements ... result in an over-supply of parking” and suggested that cities “eliminate mandatory minimum parking requirements – This elimination will not only give people more say over how they live their lives and use their property, but it’s also an important step in developing affordable housing” (<a href="https://community.ite.org/blogs/mr-bruce-belmore-peng-ptoe-avs/2019/02/12/rethinking-parking-minimums">https://community.ite.org/blogs/mr-bruce-belmore-peng-ptoe-avs/2019/02/12/rethinking-parking-minimums</a>).</p> <p>Though the LUB would require 9 parking spaces, the Applicant has proposed 10 parking spaces (Attachment 1, page 4). Requiring less parking does not keep Applicants from building more parking if they think it is justified.</p>
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