

# Calgary Planning Commission Member Comments



For CPC2025-0116 / LOC2024-0281  
heard at Calgary Planning Commission  
Meeting 2025 February 13



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 to build houses under the current Multi-Residential – Contextual Low Profile (M-C2) Land Use District. A development permit has been submitted for an 8-unit building.</li> <li>• 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 10 parking spaces (8 units x 1.25 spaces/unit = 10 spaces). The LUB would require 5 spaces (8 units x 0.625 spaces/unit = 5 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 4 spaces (5 spaces – 25% = 4 spaces, see also Attachment 1, page 4). According to the file manager, there was a typo in the report about this location being within 210m of Edmonton Trail; it is less than 200m from Edmonton Trail and 210m from the bus stop itself. Thus, the location qualifies for the Land Use Bylaw’s 25% relaxation. Commission needed to decide which Council-approved document to favour: the Land Use Bylaw or the Area Redevelopment Plan.</li> <li>• 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 4). <b>Knowing the ARP’s parking requirements originated with a hospital that was located over 600m away (east of Edmonton Trail) and 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.</b></li> <li>• 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</li> </ul>

	<p>served by primary transit stations and stops” (2.2 and 2.2.1.a.ii).</p> <ul style="list-style-type: none"><li>• Bruce Belmore, while serving as President of the Institute of Transportation Engineers in 2019, 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>).</li></ul>
--	--