

# Calgary Planning Commission Member Comments



For CPC2025-0176 / LOC2024-0248  
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 Land Use Amendment would change the parcel’s Land Use from the Special Purpose – Future Urban Development (S-FUD) District to the Special Purpose – City and Regional Infrastructure (S-CRI) District, Residential – Low Density Mixed Housing (R-G) District, and two Direct Control (DC) Districts: one based on the R-Gm District and one based on the Commercial – Corridor 2 (C-COR2) District.</li> </ul> <p>The DC Districts based on the C-COR2 District raised some questions. The defined use of DC Vehicle Sales is an attempt to allow Electric Vehicles, which tend to be heavier than the 4536 kg limit that is used in the Vehicle Sales – Minor and Vehicle Sales – Major definitions in the Land Use Bylaw, while restricting the sale of larger vehicles. The DC also includes architectural guidelines to respond to the site’s topography and location near homes and corridors. The DC is a satisfactory and sufficient approach for this application, but there’s a strong case for updating Calgary’s Land Use Bylaw to respond to current vehicle options.</p> <p>The Risk Section in the Cover Report highlights that the Outline Plan included 2.87 hectares of land to the west of 37 St SW that do not have new community Growth Application approval. That land is not part of the Land Use Amendment. “The risk to the outline plan is that it may need to be revised when a Growth Application is approved and utility alignments are finalized” (Cover Report, page 4). This seems like more of a risk for the applicant than for the Corporation of the City of Calgary. Attachment 1 has more details about utilities and servicing on pages 7 and 8.</p>