

# Calgary Planning Commission Member Comments



For CPC2025-0319 / LOC2024-0177  
heard at Calgary Planning Commission  
Meeting 2025 March 27



Member	Reasons for Decision or Comments
<b>Commissioner Montgomery</b>	<p>Reasons for Approval</p> <ul style="list-style-type: none"> <li>• Please clarify at council if a servicing study was completed. Report says none was required, administration stated one was completed during CPC.</li> <li>• Concerns regarding traffic and function of the site within the residential context.</li> <li>• Aligns with LAP.</li> <li>• This area will transition over time. However, this application fundamentally changes the nature of this pocket of single family residential bungalows. Please make special considerations during the DP stage to mitigate impacts to adjacent residents.</li> </ul>
<b>Commissioner Hawryluk</b>	<p>Reasons for Approval</p> <ul style="list-style-type: none"> <li>• This application aligns with the following direction from Council:</li> </ul> <p>Municipal Development Plan/Calgary Transportation Plan (2020):</p> <ul style="list-style-type: none"> <li>- 60m from the Urban Main Street, which is part of the Primary Transit Network (MDP, Map 1 and Map 2),</li> <li>- 200m from BRT and future LRT,</li> <li>- This is both “nodes and corridors” (MDP, 2.2).</li> </ul> <p>North Hill Communities Local Area Plan (2021):</p> <ul style="list-style-type: none"> <li>- In the 40 Avenue Transit Station Area’s Transition Zone,</li> <li>- M-H1f3.0h23d270 aligns with the Neighbourhood Local Urban Form Category (“primarily residential,” 2.2.1.6) and the Low scale (up to 6 storeys).</li> </ul> <p>Commission discussed traffic, water infrastructure, and building design regulations. Administration reported that a Transportation Impact Assessment was not required because this application is likely to produce 60 units, which will probably add 100 vehicle trips at peak times, and 300 vehicle trips/day. The network can handle that many more trips. Administration reported that the sanitary water infrastructure can handle this application. The proposed M-H1 District has larger setbacks</p>

	than the current M-C1 District (Attachment 1, page 4; LUB, 2007, 642).
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