

# Calgary Planning Commission Member Comments



For CPC2025-0553 / LOC2024-0265  
heard at Calgary Planning Commission  
Meeting 2025 June 19



Member	Reasons for Decision or Comments
<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>- This site is in the Developed Residential – Inner City Area (MDP, 2020, Map 1),</li> <li>- along 33 Av SW, which is a Neighbourhood Main Street and part of the Primary Transit Network (MDP, 2020, Maps 1 and 2), and</li> <li>- ~450m from the MAX Yellow Bus Rapid Transit (BRT) station on Crowchild Trail SW, which is part of the Primary Transit Network (MDP, 2020, Map 2; Attachment 1, page 5).</li> <li>- This location is consistent with planning around “nodes and corridors” (MDP, 2020, 2.2).</li> </ul> <p>West Elbow Communities Local Area Plan (2025):</p> <ul style="list-style-type: none"> <li>- Along 33 Ave SW, Maps 3 and 4 envision this site with the Neighbourhood Commercial Urban Form Category with an Active Frontage Modifier and a Low (up to 6 storey) Building Scale Modifier.</li> <li>- Along 34 Ave SW, Maps 3 and 4 envision this site with the Neighbourhood Commercial Urban Form Category with a Modified Building Scale Area Building Scale Modifier.</li> <li>- The Modified Building Scale Area should have “a maximum of 16 storeys or less. The maximum height may exceed 16 storeys if, at the time of planning application, it is demonstrated that the development minimizes shadows on the north sidewalk of 33 Avenue SW on the spring and fall equinoxes. Proposals to exceed 16 storeys should include items that provide public benefit as identified in policy 2.5.4(i), to the satisfaction of the Development Authority” (West Elbow Communities LAP, 2025, 2.5.2.3.d).</li> <li>- This application would increase the maximum Floor Area Ratio from 3.0 and the maximum height of 23m (~6 storeys) under the current Mixed Use – Active Frontage (MU-2f3.0h23) District to a maximum Floor Area Ratio of</li> </ul>

	<p>6.0 and maximum heights of 24m (~6 storeys), 40m (~11 storeys), and 66m (19 storeys) in exchange for publicly accessible private open space and the provision of affordable housing units (Attachment 2, pages 3-4, especially Illustration 1 on page 4 for the building height locations).</p> <ul style="list-style-type: none"> <li>- The 17 affordable housing units that will be provided with the proposed development will be priced at 80% of Area Median Income for 40 years (see also Attachment 1, page 3; Attachment 3, page 1).</li> <li>- The proposed Direct Control District (based on the existing Mixed Use – Active Frontage (MU-2) District) is consistent with the Urban Form Category and Building Scale Modifier, the Neighbourhood Commercial policies (2.2.1.2), the 33 Avenue Main Street policies (2.5.2.3) and the Transit Station Area policies (2.5.4 and 2.5.4.4 – Marda Loop BRT Station Area).</li> </ul> <p>During Commission's review, it was noted that the Transportation Impact Assessment (TIA) recommended a new traffic signal at 33rd Ave and 21st St SW, which the applicant will pay to install.</p> <p>It appears that the Applicant has responded to the Local Area Plan's height and shadowing rules. The Applicant has shifted the height from the north to the south (from 8 storeys along both 33 Ave and 34 Ave to 6 storeys along 33 Ave and 11 storeys along 34 Ave), which aligns with the Local Area Plan's Map 4 and minimizes shadows on the north sidewalk of 33 Avenue SW on the spring and fall equinoxes (Attachment 4, page 17; West Elbow Communities LAP, 2025, 2.5.2.3.d; Administration's presentation, Slide 15).</p>
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