

Calgary Planning Commission Member Comments



For CPC2019-1112
heard at Calgary Planning Commission
Meeting 2019 October 17



Member	Reasons for Decision or Comments
<p>Commissioner Foht</p>	<p>Reasons for Opposition of the Refusal recommendation</p> <ul style="list-style-type: none"> • I opposed the recommendation by Administration to refuse the application. • The land use is a good interim use until the market conditions warrant higher density residential developments. • The drive through is necessary to make the land use viable. The use of the drive through is an amenity to the neighbourhood and those travelling along 17 Avenue SW.
<p>Commissioner Juan</p>	<p>Reasons for Opposition of the Refusal recommendation</p> <ul style="list-style-type: none"> • I did not support Administration’s Refusal recommendation of this application. If something viable is possible currently, Council should discuss it. I believe that the concept presented is a interim development. Glendale has not seen an increase in population significant enough to warrant a large scale MU-1 development at this time. I see this application as a catalyst for the community, and the beginnings of a commercial area. As a planner, it is difficult to support a drive through in a TOD, but understand that cities also have to contend with market conditions. I supported the amendment to File and Abandon Administration’s recommendation with the addition of sending the development permit to Calgary Planning Commission to review details of pedestrian circulation, design, and access.
<p>Commissioner Palmiere</p>	<p>Reasons for Opposition of the Approval recommendation</p> <ul style="list-style-type: none"> • I am opposed to the proposed land use amendment for the following reasons: <ul style="list-style-type: none"> • The land use fails to address the potential of 17th Avenue. The inclusion of a drive thru as a use within 80 metres of an LRT station is contrary every national and international best practice and existing city policy for TOD areas. • The site is an exceptional opportunity to advance TOD objectives within 80 metres of a built station. By allowing this to move forward under the guise of an ‘interim use’ we are eroding the build-out of the station area as we are

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	<p>effectively removing the site from the area's development potential. Interim uses are a misnomer. Millions will be spent and redevelopment will not be on the table for a considerable amount of time.</p> <ul style="list-style-type: none">• The proposed land use fails to capture the City's investment in the West LRT. 11 metres is 3 storeys. Three storeys adjacent to an LRT is inappropriate. The City did not invest 100s of millions of dollars in higher order transit to enable such modest, inappropriate outcomes that are neither reliant on LRT or will meaningfully enhance ridership numbers.• This land use appears to be opportunistic and driven by a potential tenant's requirements coupled with a community that feels a low intensity commercial plaza is a better, easier to swallow outcome than a real TOD development.• Simply put, this does not represent good planning, nor does it represent positive city building.
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