

Calgary Planning Commission Member Comments



For CPC2026-0182 / LOC2025-0124
heard at Calgary Planning Commission
Meeting 2026 February 26



Member	Reasons for Decision or Comments
<p>Commissioner Hawryluk</p>	<p>Reasons for Approval</p> <ul style="list-style-type: none"> I agree with Administration’s recommendation to refuse this application. <p>The proposed Direct Control District is based on the existing Industrial – General (I-G) District with the addition of School – Private and School Authority – School as discretionary uses.</p> <p>This site is in the Standard Industrial Area of the Municipal Development Plan (MDP). The Standard Industrial Area’s Land Use Policies explicitly state:</p> <ul style="list-style-type: none"> “Only uses that support the industrial function of this area and cater to the day-to-day needs of area businesses and their employees may be supported” (MDP, 2020, 3.7.1.c). “Discourage uses such as stand-alone office use, regional retail developments, places of worship, public or private schools and residential uses in industrial areas” (MDP, 2020, 3.7.1.d). <p>There is strong logic for refusing a school at this location. Administration notes this “area is tied to Calgary’s goods movement and logistics, particularly given its location in an industrial area generally bound by the Calgary International Airport to the east and Deerfoot Trail to the west. The MDP highlights that industrial areas are a major economic driver and that industrial development and land supply near regional/national/international transportation links, such as the airport, must be maintained and protected” (Attachment 1, page 5).</p> <p>Approving this application would create a large number of trips in the area, which would require intersection upgrades. Administration notes, “Should the proposed land use be approved, a range of transportation infrastructure upgrades will be necessary. These may include, but are not limited to, the provision of new or enhanced sidewalks surrounding the site, including a pathway connection along 9 Street NE between 68 Avenue NE and 64 Avenue NE to provide access to the commercial development to the south, improved connections to nearby transit stops and associated transit amenities, safety</p>

	<p>enhancements such as marked crosswalks with appropriate signage, pavement markings and potential curb extensions, as well as off- site intersection improvements at 64 Avenue NE and 9 Street NE” (Attachment 1, page 4).</p> <p>I am sympathetic to the argument that we should fill vacant buildings and land that are surrounded by serviced infrastructure. The Downtown Development Incentive Program might support an application like this but the application window for that program closed in 2024. If other programs would support adapting vacant buildings downtown, perhaps the applicant would use them instead of converting industrial land to a school.</p> <p>This application is a reminder that we need to find a real plan for finding space for charter schools. Ideally, that land would be located by people and not in the middle of industrial areas.</p>
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