

Calgary Planning Commission Member Comments



For CPC2024-0679 / LOC2023-0357
heard at Calgary Planning
Commission
Meeting 2024 June 06



Member	Reasons for Decision or Comments
<p>Commissioner Hawryluk</p>	<p>Reasons for Approval</p> <ul style="list-style-type: none"> Redesignating this land to the Multi-Residential – Medium Profile (M-2) District supports the Municipal Development Plan’s Key Direction 3 “Direct land use change within a framework of nodes and corridors” (MDP, 2.2). It is 580m from the Westwinds LRT Station as the crow flies or about 650m on foot. Council has set a goal that 95% of Calgarians will “live within 2000m of a dedicated transit facility (e.g. LRT, MAX bus station)” by 2050 (2022 Climate Strategy, pg. 19). This a reasonable goal because it encourages the coordination of land use planning and transportation planning. According to public transit and rail research consultant Dr. Willem Klumpenhower, 57% of Calgarians lived within 2000m (as the crow flies) of a dedicated transit facility in 2021 (see map below). Allowing more people to live in this location supports Council’s direction. <p>The Municipal Development Plan’s Urban Structure Map considers this Industrial – Employee Intensive area. According to the Municipal Development Plan (sections 3.7.2. b and c): “Industrial-Employee Intensive Area should contain predominantly industrial uses. Notwithstanding policy b above, other uses that support the industrial function may be allowed. Specific rules for the amount of support uses should be determined as part of the policy planning process and land use application process.”</p> <p>This policy’s flexibility, in words like ‘should’ and ‘predominantly,’ allow for some residential uses in this area. Arguably, most of this Industrial – Employee Intensive area has been built with commercial uses rather than industrial uses.</p> <p>I voted for this in spite of the Applicant’s engagement. The Land Use Amendment’s number (LOC2003-0357) indicates that the Applicant submitted this application during 2023. According to the Applicant Outreach Summary, the Applicant met with a number of organizations during the engagement process. Yet it was not until May 2024 that the project’s website went live and invitations to an online open house were delivered to the closest 600 residences. This may explain why 6 people attended the online open house on May 21st, less than 3 weeks before the</p>

Planning Commission reviewed this item. I suspect that deeper engagement has been done about much smaller projects in other parts of the city than what has been done in support of this 428-unit project.

This application brings to mind the distinction between ‘dominant density’ and ‘forgotten density’ about which Jay Pitter, a Toronto-based planner, wrote in April 2020.

Dominant density is “designed by and for predominately white, middle-class urban dwellers living in high-priced condominiums within or adjacent to the city’s downtown core. My urbanist colleagues tend to depict these sites of density as a utopia of aspirational millennials and neat nuclear families with 1.5 children and a small hypoallergenic dog. An emphasis is placed on large parks, generous pedestrian infrastructure, proximity to jobs and chic gentrifying coffee shops. Aside from the latter, these neighbourhood amenities significantly contribute to improved public health. The problem is that dominant density propagated by mainstream urbanism fails to adequately address social determinants of health, like income, race and disability, which are proven to be deepening coronavirus related health and social inequality.”

Forgotten density “expands the dominant density discourse (and its myopic, privileged framework) and includes favelas, shanty towns, factory dormitories, seniors’ homes, tent cities, Indigenous reserves, prisons, mobile home parks, shelters and public housing.”[1]

The Community Associations’ letters (Attachment 4) were enlightening and may suggest that residents feel that their existing forms of density have been forgotten. Ward 5 has over 2,800 registered secondary suites, which is 20% of the registered suites in Calgary and more than twice as many suites as the Ward with the second most suites.[2] The census tracts in Calgary with the highest percentage of multigenerational households are located north of 16th Ave NE and east of the airport.[3]

I do not have the answers on dominant density and forgotten density in Calgary, but I think this application is a chance to add more nuance to our city-building discussions.

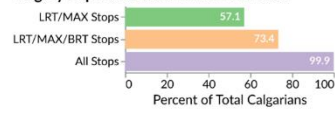
[1] <https://www.azuremagazine.com/article/urban-density-confronting-the-distance-between-desire-and-disparity/>

[2] https://data.calgary.ca/Business-and-Economic-Activity/Secondary-Suites/jwn6-r58y/data_preview

[3] <https://censusmapper.ca/maps/3575#11/51.0955/-114.1064>

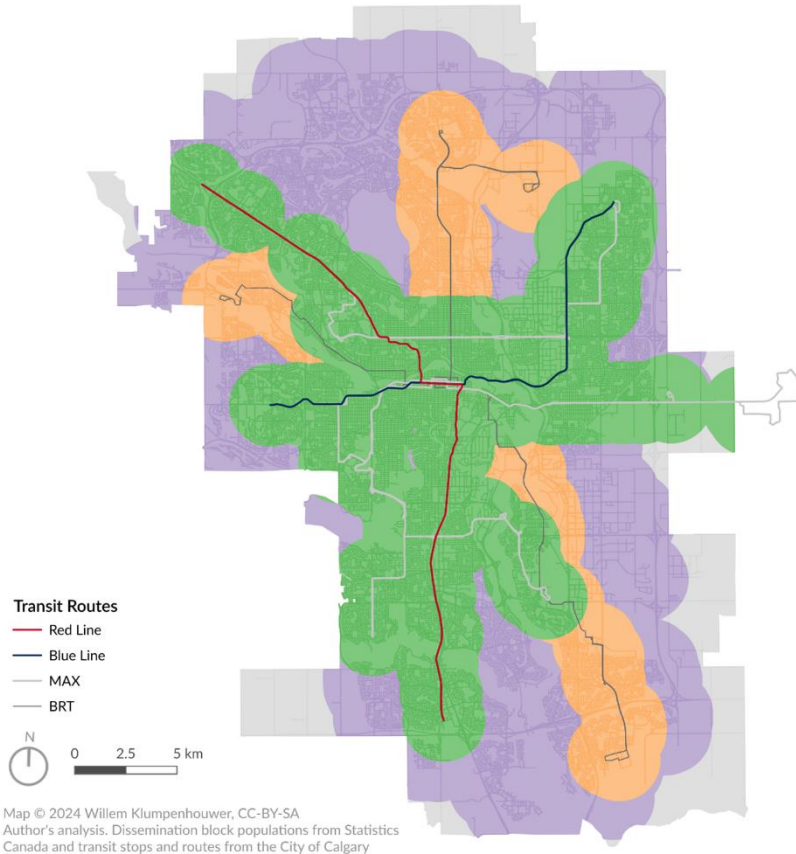
Calgary's Proximity to Transit Goals

Calgary Population Within 2km of Transit



Calgary's Climate Strategy aims to have 95% of Calgarians living within 2km of a rapid transit station by 2050.

As of 2021 only 57% of 1.3 million Calgarians live near an LRT or MAX station. To reach our goals, we need to add housing near transit, *and* expand our transit system.



Map © 2024 Willem Klumpenhauer, CC-BY-SA
Author's analysis. Dissemination block populations from Statistics Canada and transit stops and routes from the City of Calgary