

Calgary Planning Commission Member Comments



For CPC2026-0020 / LOC2024-0171
heard at Calgary Planning Commission
Meeting 2026 April 16



Member	Reasons for Decision or Comments
<p>Commissioner Hawryluk</p>	<p>Reasons for Approval</p> <ul style="list-style-type: none"> Commission recommended this Land Use Amendment. As the Council-designated Approving Authority, Commission requested amendments to the proposed outline plan that is associated with this Land Use Amendment. Those amendments would update the Outline Plan map to include a Public Utility Lot for a petroleum pipeline (which is considered low risk), clean up conditions of the outline plan, and allow more flexibility in the Area Structure Plan policy near the future LRT station. I suspect Commission will look at those changes in May. <p>This application is interesting because it includes a question of costs, especially sunk costs. According to the Applicant, the City has spent \$90M on infrastructure in the area but there has been little interest in this land for industrial use. “If you build it, they will come” can be an expensive model if they don’t come. Magical realism may not be the best source for economic development or municipal planning.</p> <p>The Province has modified the Calgary International Airport Vicinity Protection Area Regulation (AVPA), which would allow uses beyond industrial uses. The applicant has proposed a range of residential, commercial, and mixed-use Districts. The outline plan includes two Neighbourhood Activity Centres and a school site with two schools.</p> <p>The application would allow more private investment. It would also require more public investment. The Transportation section of Attachment 1 outlines some of those costs (pages 7-9). Three of those items are in the City’s 10 Year Capital Plan:</p> <p><u>Growth:</u> 128 Avenue NE Extension (Deerfoot Trail to Stoney Trail) (Segment A - Stoney Trail to 15 Street NE): \$116M</p> <p><u>Service Enhancement:</u> 128 Avenue NE (Deerfoot Trail to Stoney Trail) (Segment B - 128 Ave NE to west of Deerfoot Trail): \$18M</p>

128 Avenue NE Interchange (Deerfoot Trail to Stoney Trail)
(Segment C - Stoney Drive NE to Barlow Trail NE): \$131M

About 17.9 hectares of land will be paved, which would require about \$2.5-3M/year for a full road reconstruction every 20-21 years. Local roads probably won't require treatment that frequently, which would save money, but it may be helpful to know some of the costs.

With higher capital costs comes higher recurring costs.

For me, the big question on this application is whether the private investment will result in enough long-term wealth to cover this area's recurring costs. During Commission's review, Administration answered that they find areas tend to be able to cover their recurring operational and maintenance costs at the Municipal Development Plan's target densities and intensities. I did not ask whether that was only possible by achieving the MDP's intensity target of 60 people and jobs/hectare or whether it would still hold at this application's anticipated intensity of 54 people and jobs/hectare. Administration and the applicant suggested that some employee-intensive industrial uses might be attracted by the adjacent residential and commercial land, which could increase the intensity to 60 people and jobs/hectare.

I wish that Administration had a stronger answer about recurring costs. I also wish the City had been asking those kinds of questions in decades past. I trust that people did their best with the knowledge and experience that they had.

The Outline Plan and Land Use Amendment are thoughtful. Whether this application makes sense may depend on one's risk tolerance.