

Calgary

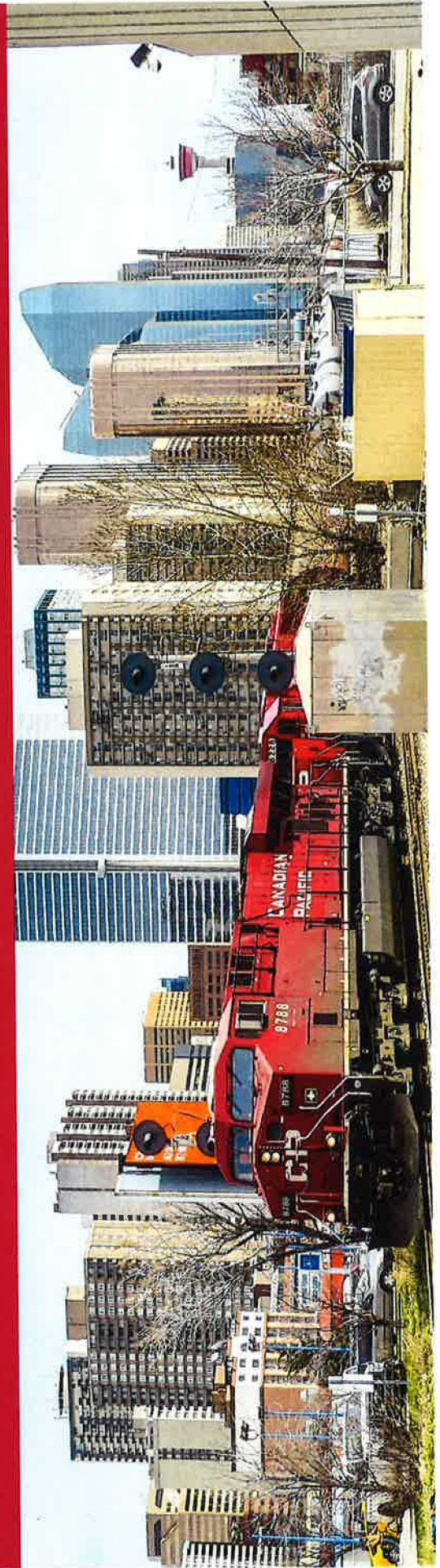
CITY OF CALGARY
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ITEM: C2016-0197
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Strategic Meeting of Council
2016 March 21
C2016-0197

Railway Corridor Policy
Planning and Development



Purpose

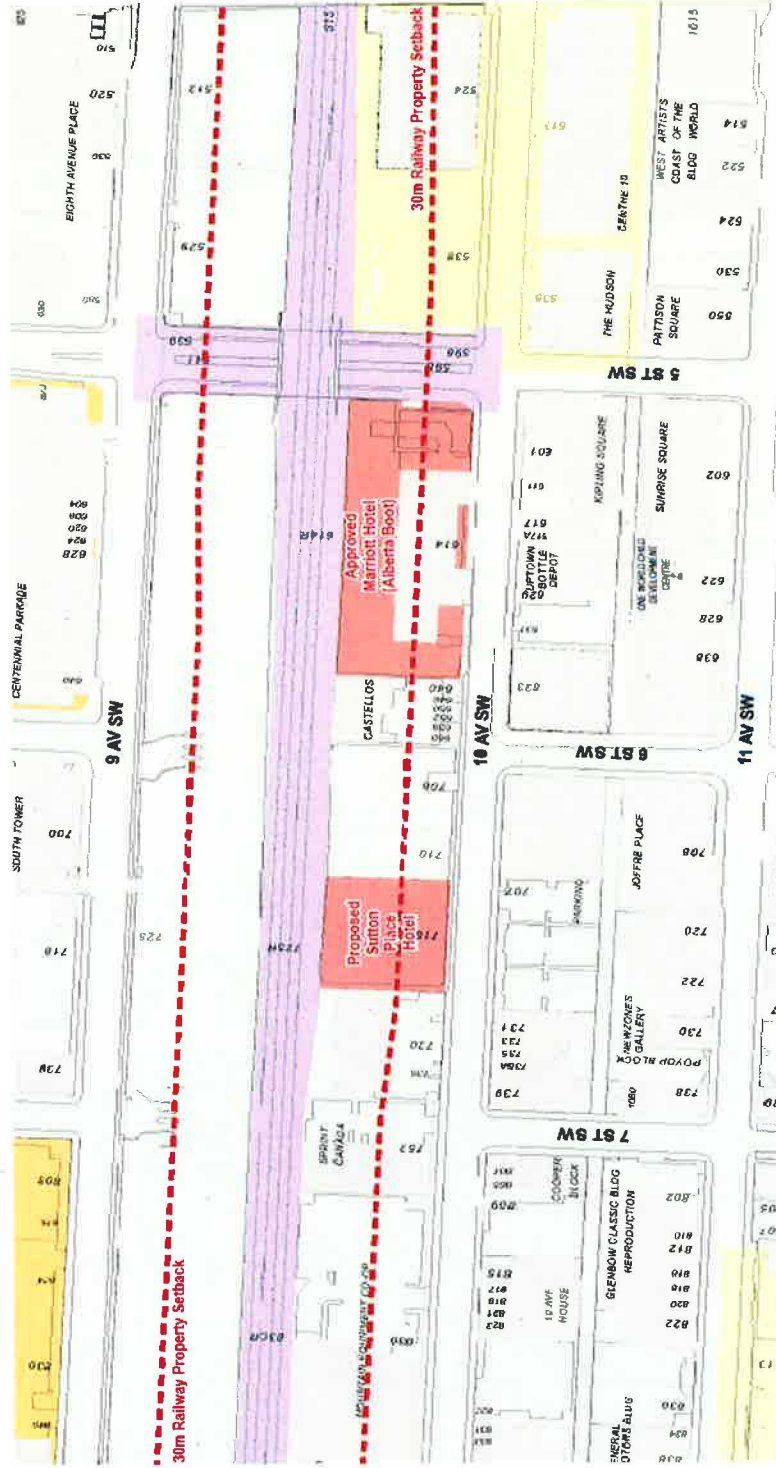
1. To outline the current approach used for processing applications adjacent to rail corridors
2. To seek direction to work on a policy framework for improving how the Development Authority addresses these issues, starting with preparing a terms reference in conjunction with industry

Introduction

- Addressing development adjacent to rail has had much attention
- Important and complex concern
- As growth occurs effective practices are required to balance safety with efficient use of land

Key Objectives

- There are three key objectives to consider when processing redevelopment permit applications
 1. to provide for safety of building occupants
 2. to protect buildings
 3. to provide for emergency response to a rail incident
- Inherent in all 3 objectives is safety for emergency responders
- Setbacks for rail incident emergency response are typically not feasible for redevelopment applications



Current Development Authority Approach

Currently processing applications on a case by case basis

- Risk assessments :
 - » required for residential applications (within 30m)
 - » required for some commercial applications at the discretion of the Development Authority
 - » not required for industrial applications
 - » are peer reviewed
- When a 30m setback isn't feasible other remedies are sought, yet it has been challenging to find acceptable solutions
- Appropriate mitigation measures are required
- Sensitive uses not allowed within 30m (list has been revised)

Current Approach

Type of Development	Development Authority Approach
1. Residential Redevelopment 1-2 units	Allowed within 30 m, no risk assessment required for single-detached, semi-detached, duplex dwellings or secondary suites
2. Residential Redevelopment 3+ units	Allowed within 30 m, risk assessment, mitigation
3. Residential New Communities	30 m setback from rail property line
4. Commercial	Risk assessment may be required
5. Industrial	Requirements considered through approval process
6. Sensitive Uses	Some uses not allowed within 30 m of rail / discretion applied to other uses

Current Approach - Drawbacks

- Development Authority application decisions being made, although there are drawbacks
- Working well for the first two objectives:
 - to provide for safety of building occupants
 - to protect buildings
- Achieving the setback to provide rail incident emergency response is typically difficult to require on development permit applications
- Industry has concerns with the current process
 - risk assessments requirements
 - seek increased clarity and certainty

Improved Methodology and Approach

- There is potential for improving on the current approach
- This could include:
 - determining risk tolerances
 - researching railway incident response recommendations
 - preparing area based risk assessments
 - establishing typical mitigation measures
 - continuing advocacy for rail safety
- Further research required to determine improvement potential

Potential Benefits

- Improved understanding
- Increased clarity and certainty for the development industry
- Enhanced Development Authority guidance
- Broader range of tools

Discussion with Industry

- Current approach recently shared with industry representatives
- Expressed commitment to collaborate on a new Rail Policy Framework
- Expressed concerns regarding timelines

Proposed Next Steps

- Prepare a terms of reference, using attachment 2 as a baseline, for a Rail Policy Framework in consultation with internal stakeholders and industry
- Return to Council by end of Q2 with the terms of reference

Conclusions

- There is a current approach for processing development applications in close proximity to rail
- There is improvement potential through research into a Rail Policy Framework
- Internal departments and industry support the development of this approach
- Should the terms of reference be concluded promptly, they would be brought to Council in early Q2
- Creating a better approach takes time

Recommendations

- 1) Direct Administration to consult with industry stakeholders to review the draft deliverables for a Rail Policy Framework as identified in Attachment 24, and report back to Council with a terms of reference that includes deliverables, scope of work and timelines no later than 2016 Q2;
- 2) Direct that Attachment 5, and the in-camera PowerPoint presentation remain confidential pursuant to Sections 23(1)(b), 24(1)(a)&(b) and 27 of the *Freedom of Information and Protection of Privacy Act* until the Railway Corridor Policy is approved by Council and published on Calgary.ca; and
- 3) **Direct that the In Camera discussion and Power Point presentation remain confidential pursuant to Section 27 of the *Freedom of Information and Protection of Privacy Act*.**

Questions



03/21/2016

C2016-0197 Railway Corridor Policy



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