

Potential TOD Policy Implementation

The following attachment provides an overview of the potential content and focus of the policy work that Planning Development and Assessment (Planning) must undertake in order to enable and promote transit-oriented development at the five station areas studied through the charrette process. The list of tasks is not final and is based on input from the communities through the charrette process and initial evaluations by Planning.

The objective is to develop and implement the appropriate tool(s) for each context. Where new tools or policies are required, they should offer flexibility while ensuring that the fundamental principles and vision of TOD are maintained.

1. POLICY TASKS

A. Engagement:

All of the tasks outlined below will require engagement with stakeholders. In particular, implementing the visions established through the charrettes will require continued public engagement with the communities and property owners.

B. Policy Amendments

The Area Redevelopment Plans (ARPs) in the communities where potential for Transit Oriented Development (TOD) has been identified through the charrette workshops should be reviewed. The review should focus on ensuring their policies enable implementation of the TOD concepts developed at the charrettes. The ARPs of Millican, Lynnwood and Ogden, Inglewood and Ramsay may either have to be amended, where only minor changes are required, or rescinded and replaced if significant changes are needed.

C. New Policy

Currently no local area policies exist in the areas immediately adjoining the proposed stations at 26 Avenue S.E. or South Hill. Planning should undertake the policy work required to establish station area plans that align with the visions developed at the Inglewood/Ramsay/Crossroads and South Hill charrettes.

D. Potential Municipal Development Plan Amendments

Lessons learned and knowledge gained from stakeholders along the Green Line are relevant to transit oriented development areas throughout the city. The Municipal Development Plan (MDP) should be reviewed and appropriate policies introduced that enable and promote the desired development in TOD areas. Amendments to the MDP may provide citywide policy guidance that provides for:

- i. Revised parking requirements in TOD areas (vehicle and bicycle).

- ii. Rules prohibiting surface parking lots within a certain distance of a station or in a TOD area.
- iii. Rules prohibiting auto-oriented uses (drive-throughs) within a station or in a TOD area.
- iv. Rules for transition zones to ensure the quality of adjacent residential areas is not unduly impacted.
- v. Density incentives for TOD areas.

These key policies may be incorporated into the MDP as part of the Commercial/Residential-Neighbourhood Guidebook¹, which is currently being developed to guide development of urban, mixed-use areas. The review will be coordinated with Park and Ride policies.

E. Landfill Setback Relaxation Guidance:

Some of the Green Line alignment and stations are located over, in close proximity to, or directly adjacent to, landfills. Mixed-use development with no restricted uses would be readily achievable. Relaxations of landfill setbacks would be required to be considered for mixed-use development that contains restricted uses. Relaxations of landfill setbacks are triggered by landowner applications for variance to the Provincial regulations. The setback variances require Provincial approval, which may follow Municipal review and submission.

To enable and encourage TOD at stations and thereby maximize the City's investment in this transit infrastructure, Administration should consider creating policy guidance which emphasizes the unique value of TOD sites in close proximity or directly adjacent to landfills.

2. IMPLEMENTATION

A. Alignment with Build Calgary:

The Federal government announcement in July 2015 of \$1.53B in funding for Calgary toward LRT infrastructure is a clear indicator of the importance of transit toward sustainable city development. With the City's already equally significant financial commitment and the potential provincial funding, it is clear that the most utility must be made of this capital investment. A key step towards maximizing the investment for the City is to promote and enable new development in TOD areas along the new urban spine of the Green Line.

Planning should work with Build Calgary and align implementation with new tools as they become available.

¹ Administration is currently completing work on a new land use district, the Commercial/Residential-Neighbourhood District (CR-N). The district provides flexible and yet clear development regulations for urban areas. It would be applied in conjunction with two other tools: an MDP Guidebook and streamlined ARPs. General policies that can be applied citywide to reinforce or restrict the district rules will be provided for in the Guidebook. Streamlined ARPs will focus only on those elements of the community that are unique and require specific policy guidance.

B. Catalyst Collaboration Projects and Pilot Projects:

Two key opportunities exist to kick-start redevelopment towards TOD along the southeast leg of the Green Line. These opportunities are at 26 Avenue S.E. station and at the South Hill Station. The City owns the majority of the developable lands while smaller parcels are owned by private landowners. As such these locations appear to be ideal opportunities to develop catalyst projects.

To make the most of these opportunities and to achieve the goal of realizing development projects at stations in conjunction with opening day of the Green Line, Administration should consider establishing a working group to identify possible approaches for collaboration with the private sector towards TOD. Potential participants would be Calgary Municipal Land Corporation (CMLC), Office of Land Servicing and Housing (OLSH), Corporate Properties, Law and Planning as well as representatives of the private sector.

Administration should also investigate the feasibility and possible structure for undertaking pilot projects at these two station areas to demonstrate TOD principles and public/private collaboration.

C. Land Use Redesignations:

City-initiated land use redesignations will follow policy development in the TOD areas studied at the three charrettes. It will be necessary to review the existing land use districts in the TOD areas and engage all stakeholders and affected landowners. Administration is considering the new Commercial/Residential-Neighbourhood (CR-N) District which will provide flexible and yet clear development regulations for urban areas.

City-initiated redesignations should include an implementation period of 6 to 9 months.