

**Planning Approach Regarding
Development in Proximity to the Railway Corridor**
Current Approach – June 2016

The railway corridor is comprised of lands that are utilized for freight rail activities. Until such time as Rail Policy is adopted by City Council the following approach will be applied by the Approving Authority to development applications in proximity to the railway corridor. Applications within 30 metres of the railway corridor will be flagged by Administration for additional conversations with the applicant.

The City will continue to review the current approach and process for development applications in proximity to the railway corridor. If, during the development of the Rail Policy, alternative solutions or approaches to deal with risk are identified, the current approach may be amended.

Railway Proximity Requirements		
When reviewing applications in proximity to a railway corridor, setbacks, studies and mitigation will be required as follows:		
Type of Development:	Applied to:	Railway Proximity Requirements:
Residential - New communities or large parcels	Developing Areas Large parcels*	Setback – residential building face setback 30 metres from railway property line Noise and Vibration Study – as required by Transportation Planning Mitigation – as identified in the noise and vibration study
Residential – Redevelopment**	Parcels that have been previously developed and are now undergoing redevelopment that includes a residential component Parcels that are not capable of incorporating the 30 metre setback	Risk Assessment – risk assessments are required for residential redevelopment applications within 30 metres of the railway property line Noise and Vibration Study – as required by Transportation Planning Mitigation - as identified in the risk assessment, and noise and vibration study

* A large parcel is a parcel in the developed areas of The City where a setback has been previously applied on the adjacent parcels in the area (e.g. 27.5 metres as per 1977 CPC Policy). For certainty, parcels in areas such as Centre City, Inglewood or Bowness will not be considered a large parcel.

** Residential redevelopment does not include the redevelopment of a single detached dwelling, semi-detached dwelling, duplex dwelling or secondary suite. This type of redevelopment will be allowed providing the habitable area of the dwelling is no closer to the railway corridor. Recommendations for mitigating noise and vibration will be provided by the Approving Authority.

Type of Development:	Applied to:	Railway Proximity Requirements:
Commercial	Parcels with a proposed commercial use(s) that do not include a residential component or sensitive use	<p>Risk assessment – may be required, at the discretion of the Approving Authority if within 30 metres of railway corridor (does not apply to tenancy changes, interior or minor exterior modifications)</p> <p>Mitigation - as identified in the risk assessment</p>
Industrial	Parcels with an industrial land use designation	The current approach does not apply. Applications will be reviewed through the existing circulation process

Sensitive Uses

Definition of a Sensitive Use: Uses with occupants who may be immobilized or confined and/or uses with a high number of occupants who are more susceptible to noise and vibration impacts caused by freight rail operations.

Development applications that include sensitive use(s) within 30 metres of the railway property line will be evaluated. Studies such as a risk assessment, noise and vibration study, and mitigation may be required to support a decision.

A risk assessment may be required for an application that includes a sensitive use. If a risk assessment is required, the application may proceed if:

- a) there no additional risk to the occupants of the sensitive use; or
- b) there is additional risk, that sufficient risk mitigation measures be constructed at the time of development.

The following uses will be reviewed at the Development Permit stage if a building containing one of these uses is proposed within 30 metres of the railway corridor property line. The following uses are defined uses in the City of Calgary Land Use Bylaw 1P2007.

Addiction Treatment	Hospital
Assisted Living	Jail
Backyard Suite	Medical Clinic
Child Care Service	Residential Care
Custodial Care	School – Private
Emergency Shelter	School Authority – School
Health Services Laboratory – with Clients	Temporary Shelter
Home Based Child Care – Class 2	