



Policy Title: Transit Oriented Development Policy Guidelines

Policy Number: LUP002

Report Number: LPT2004-80, LPT2005-97

Approved by: City Council

Effective Date: 2004 December 6 and amended 2005 December 12

Business Unit: Land Use Policy & Planning

BACKGROUND

The City of Calgary has made significant public investment and long range policy commitments to optimizing the use of public transportation infrastructure, increasing mobility choices of Calgarians, and creating vibrant, diverse neighbourhoods. The Transit Oriented Development (TOD) Policy Guidelines provide direction for increasing transit ridership and ensuring that LRT station areas are attractive to local residents and city-wide transit users in order to optimize these commitments.

PURPOSE

The intent of this policy is to:

- a) to **reaffirm the importance** of LRT system and stations as city-wide assets and the need to optimize the use of this investment through supportive land use policies
- b) to establish broad, city-wide **policies and guidelines** for the future intensification and development of lands in the vicinity of Transit Stations
- c) to **create certainty** in Transit Station areas for local communities, landowners and developers by clarifying the City's objectives for land use and development around Stations
- d) to provide a **framework for evaluating** land use, development permit, and/or subdivision applications in Transit Station areas
- e) to **direct policy development** of station area plans for new and existing Transit Station areas, and the preparation of, or amendments to, Area Redevelopment Plans and Area Structure Plans.



POLICY

The *Transit Oriented Development Policy Guidelines* provide direction for the development of areas typically within 600m of a Transit Station - an existing LRT station or BRT station where an LRT station will eventually develop. This will help to clarify the City's intent for development and achieve Council approved policies such as the *Calgary Plan*, the *Calgary Transportation Plan* and the *Sustainable Suburbs Study*.

[Please see the attached Policy document.](#)

PROCEDURE

There are six key Policy Objectives that must be followed within TOD station areas. Guidelines found under each Policy Objective provide options for implementing the TOD within the contexts of the different station types throughout Calgary. Together, the Policy Objectives and Guidelines provide direction for all levels of planning processes and applications in station areas.

As part of the process of planning for both new and existing LRT stations, a **Station Area Plan** should be prepared which addresses infrastructure, land use, density, built form and other issues. These *TOD Policy Guidelines* are intended to inform the Station Area planning process, both in respect of new stations and redevelopment plans that may be prepared for existing stations and neighbouring communities.

Where **Area Structure Plans (ASP)** and **Area Redevelopment Plans (ARP)** are in place, this document will supplement the evaluation and monitoring of these existing statutory policies. Where amendments to an ARP or ASP are proposed, *TOD Policy Guidelines* should help to define new land use objectives for that plan and provide guidance to evaluate the merits of the amendment from a Transit Oriented Development perspective.

The *TOD Policy Guidelines* will guide decisions on **Land Use Redesignations** in station areas by determining whether a land use district and its list of uses and rules are appropriate for that station area. These *TOD Policy Guidelines* will respect existing, stable communities. While redevelopment may occur over time, the *TOD Policy Guidelines* should not be used to "spot redesignate" individual sites within existing single-detached areas without the benefit of a more comprehensive planning process.



Decisions on **Subdivision applications** in station areas can be assisted through an evaluation of the policies in the *TOD Policy Guidelines*.

The Land Use Bylaw establishes land use districts for the city and is a key implementation tool for City policy. These *TOD Policy Guidelines* are intended to supplement the evaluation criteria and help to guide discretion on **Development Permit** Applications, when the subject lands are part of a Transit Station Area.

AMENDMENTS

2005 LPT2005-97 amendment to the *Transit Oriented Development Policy Guidelines*, to extend the definition of “transit oriented development” (TOD) to include the areas currently identified in the *Municipal Development Plan* (MDP) as “employment concentrations”, “institutional” nodes and “general commercial” nodes now be included within the definition of “Transit Oriented Development.”