

Dalhousie Transit-Oriented Community (TOC) Open House

calgarymlc.ca/TOC



Land Acknowledgement

We respectfully acknowledge that our communities are located in a place called Moh'kinstsis, a Blackfoot word that means elbow. It is in the spirit of truth, respect and reciprocity that we honour and acknowledge Moh'kinstsis, and recognize the traditional territories and oral practices of the Blackfoot Confederacy, including the Siksika, Piikani and the Kainai Nations; the Îyâxe Nakoda, including the Chiniki, Bearspaw and Goodstoney Nations; and the Tsuut'ina Nation. The City of Calgary is also home to the Métis Nation of Alberta, Districts 5 and 6.

Welcome

Introduction

Calgary Municipal Land Corporation (CMLC) has been exploring the creation of a Transit-Oriented Community at Dalhousie LRT Station Park and Ride, since early 2025. Through 2025, CMLC initiated site analysis, market analysis and a preliminary community survey. In 2026, CMLC onboarded a planning team to advance master planning for the site. Planning is now underway, with further site analysis, concept planning and community engagement to continue through 2026.

Led by CMLC, working in collaboration with the City of Calgary and supported by a team of technical consultants, including B&A/ CIMA+ as the planning and engagement lead, supported by architects at BDP Quadrangle and a broader multi-disciplinary team.

Together, our role is to:

- Guide planning around the transit station in alignment with CMLC's Transit-Oriented Communities (TOC) mandate in support of The City of Calgary's housing strategy.
- Provide technical expertise and share information about the project and process.
- Listen to community input and collect feedback to inform decisions.

Objectives

This phase of community engagement seeks input on the master plan vision for the site. Feedback collected during this process will help inform the Land Use Application (LUA) and Outline Plan, which are anticipated to be submitted to the City of Calgary in late June 2026. We will share findings from community engagement and provide LUA and Outline Plan applications updates later in June.

Today, we're here to:

- Introduce the project, outline the process, and connect with the community of Dalhousie.
- Gather feedback on existing site conditions related to connectivity, and your thoughts on building forms, improved connectivity and public realm.
- Share early site concepts of the TOC.



About CMLC

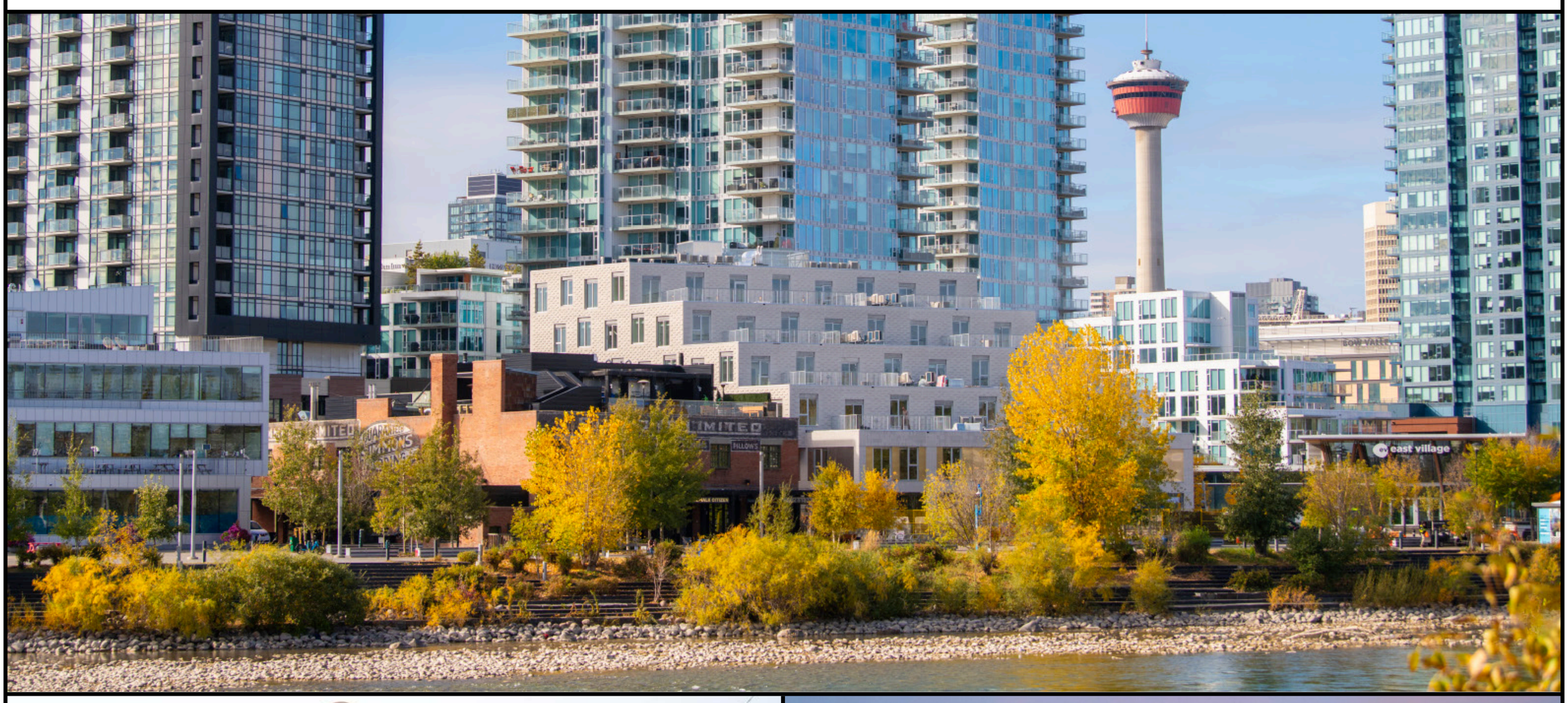
Calgary Municipal Land Corporation (CMLC) is wholly owned by The City of Calgary.

We've been working since 2007 to revitalize East Village, and since 2019 to bring The Culture + Entertainment District to life through the creation of master plans, stewardship of development, and leadership of community-building and placemaking initiatives.

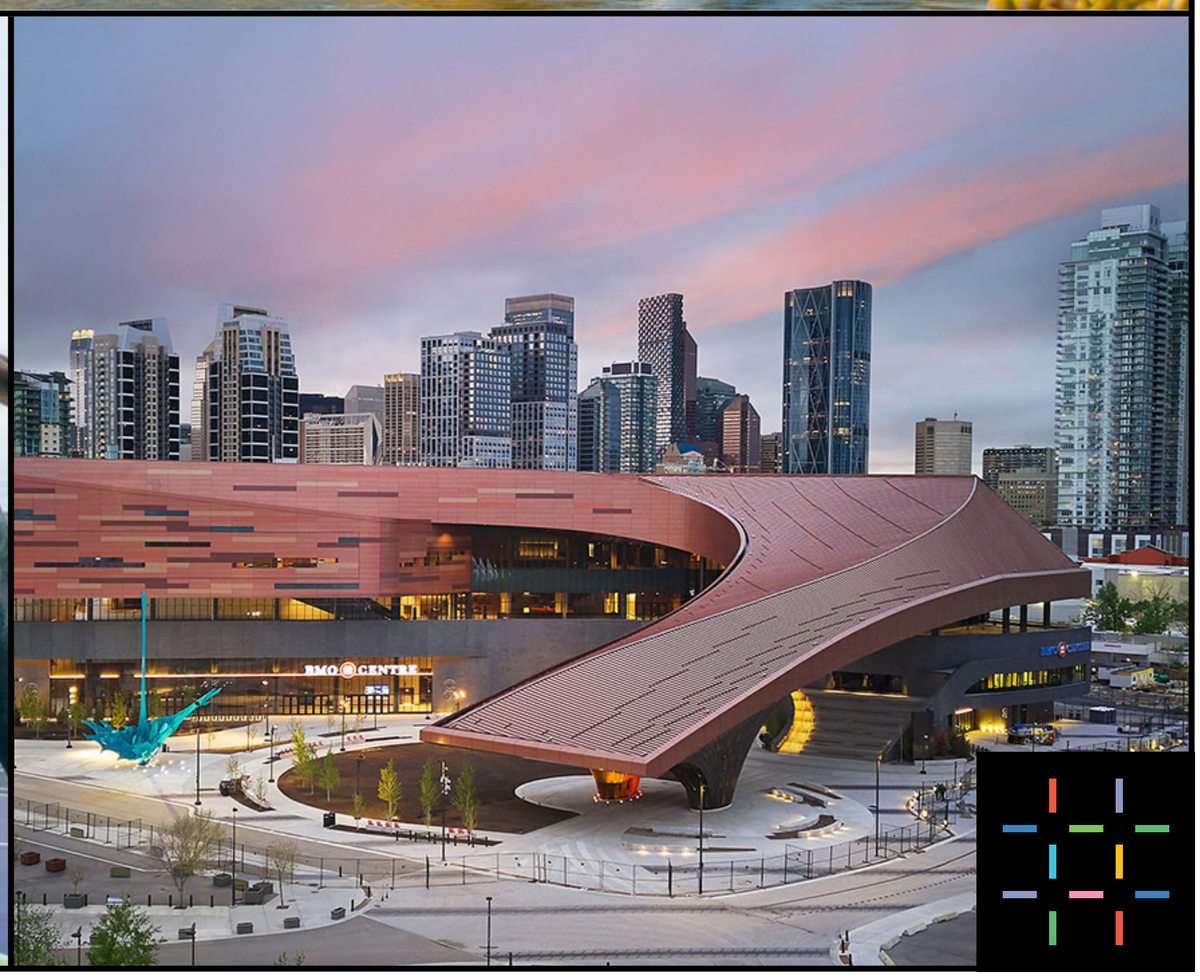
We've delivered major city-building projects including Central Library, Platform Innovation Centre + Parkade, BMO Centre Expansion, 17 Ave S.E. Extension + Victoria Park/Stampede Station Rebuild, now delivering Werklund Centre + Olympic Plaza Transformation.

In 2025, we broadened our boundaries to bring everything we've learned about planning, placemaking and creating great places to new neighbourhoods and a new city-building opportunity—Transit-Oriented Communities.

Through mindful master-planning, creative placemaking and bold city-building ventures, we're transforming Calgary into one of the world's most livable and lovable cities.







CMLC's Role in TOC

Our Role

Master Plan Development + Community Building

CMLC's role in the development of Transit-Oriented Communities is first to create a master plan for each site that contemplates connectivity, public realm, placemaking and housing. This process includes community engagement, market analysis, site evaluation, the development of a concept plan, and regulatory approvals for a Land Use Amendments and Outline Plan.

Stewarding Private Development Aligned with Master Plan

Once the Land Use Amendment and Outline Plan has received regulatory approval, we establish partnerships with home builders who will buy parcels of land within the TOC and build homes and commercial spaces. We work with our developer partners throughout the process to ensure that what is ultimately built in each TOC aligns with the master plan vision, meets our design guidelines, and delivers on our shared objectives for a great Transit-Oriented Community.

- **Master planner**
- **Developer**
- **Development manager**
- **City-builder**
- **Community activator**





Supporting Calgary's Housing Strategy

Home is Here is the City of Calgary's housing strategy for 2024 to 2030. It aims to increase housing supply, make homes more affordable, support non-market housing providers, offer a wider range of housing options, and address Indigenous housing needs. Council approved the strategy in 2023

The strategy directs the City to sell City-owned land "as soon as possible" for Transit-Oriented Development sites suitable for market and non-market housing, as outlined in Objective 1A, Action 1.A.1. Transit-oriented development means walkable, mixed-use areas usually within 600 metres of a transit station. These areas have higher densities near transit to make travel easier, encourage more people to use transit, make better use of existing infrastructure, offer more ways to get around, and help create lively communities with a mix of uses and building types.

The Dalhousie Transit-Oriented Community supports the Home is Here strategy by bringing new housing and retail opportunities close to the Dalhousie LRT Station. The project plans to turn surface parking lots into a complete, mixed-use community that supports transit. This helps City Council use City-owned transit-adjacent sites more effectively for housing and affordability, and to make the most of existing infrastructure.



Home is Here

The City of Calgary's Housing Strategy

2024–2030

Approved by Council 2023 September 16

Council's Directive for TOCs

Together, these long-term, city-wide, statutory Council-approved policies provide strong and consistent support for TOC development at LRT stations.

Municipal Development Plan (2009)

- The City of Calgary's (The City) Municipal Development Plan (MDP) is a strategic policy document that guides Calgary's growth and city building.
- The MDP's goals focus on enhancing livability by strengthening Calgary's position as a global city, advancing sustainability, and improving the availability of amenities and services.
- The subject site is designated as Community Activity Centre (CAC), intended as areas of high job and population growth, located in strategic areas central to larger residential catchment areas and linked city-wide by the Primary Transit Network.
- Transit-Oriented Community development is aligned with this policy.

Calgary Transportation Plan (CTP, 2009)

- The Calgary Transportation Plan (CTP) works together with the MDP to guide Calgary's growth and city building.
- The CTP provides policy direction on multiple aspects of Calgary's transportation system, including the road network, public transit, and active transportation methods.
- The subject site is identified as a Primary Transit hub, which are intended to accommodate higher passenger volumes than other transit stations and, therefore, should include enhanced amenities to provide a pleasant customer experience to accommodate expected ridership levels.
- Transit-Oriented Community development is aligned with this policy.

The Calgary Plan (Draft, 2024)

- The Calgary Plan is intended to replace Calgary's MDP and CTP.
- The Calgary Plan will guide how Calgary will grow and change over the next 30-years, setting the direction for future land use.
- The subject site is designated as Neighbourhood - High Activity, which can expect significant growth, an increasingly diverse mix of uses, greater concentrations of amenities, and the largest range of building scales.
- Transit-Oriented Community development is aligned with this policy.

Route Ahead: Calgary Transit's 30-Year Strategic Plan (2023)

- RouteAhead is a long-term plan to guide Calgary Transit over the next 30-years.
- Policy goals focus on Calgary's public transit network and services, seeking to move people of all ages, wages, and stages safely and conveniently.
- Transit-Oriented Community development is aligned with this policy

TOD Guidelines (2005)

- The Transit Oriented Development (TOD) Policy Guidelines support higher-density, walkable, mixed-use development within 600 m of transit stations to make better use of transit infrastructure.
- Transit-Oriented Community development is aligned with this policy.

Introducing Transit-Oriented Communities

Transit-Oriented Communities (TOCs) are planned communities built around transit that make it easier for people to live, walk, and access daily needs in one connected area. By bringing more homes, shops, services, and job closer to transit, they help more people use transit, reduce traffic, and create more complete and convenient neighbourhoods. They also help The City make better use of its transit investments while supporting growth which may reduce costs for taxpayers over time.

TOC Portfolio

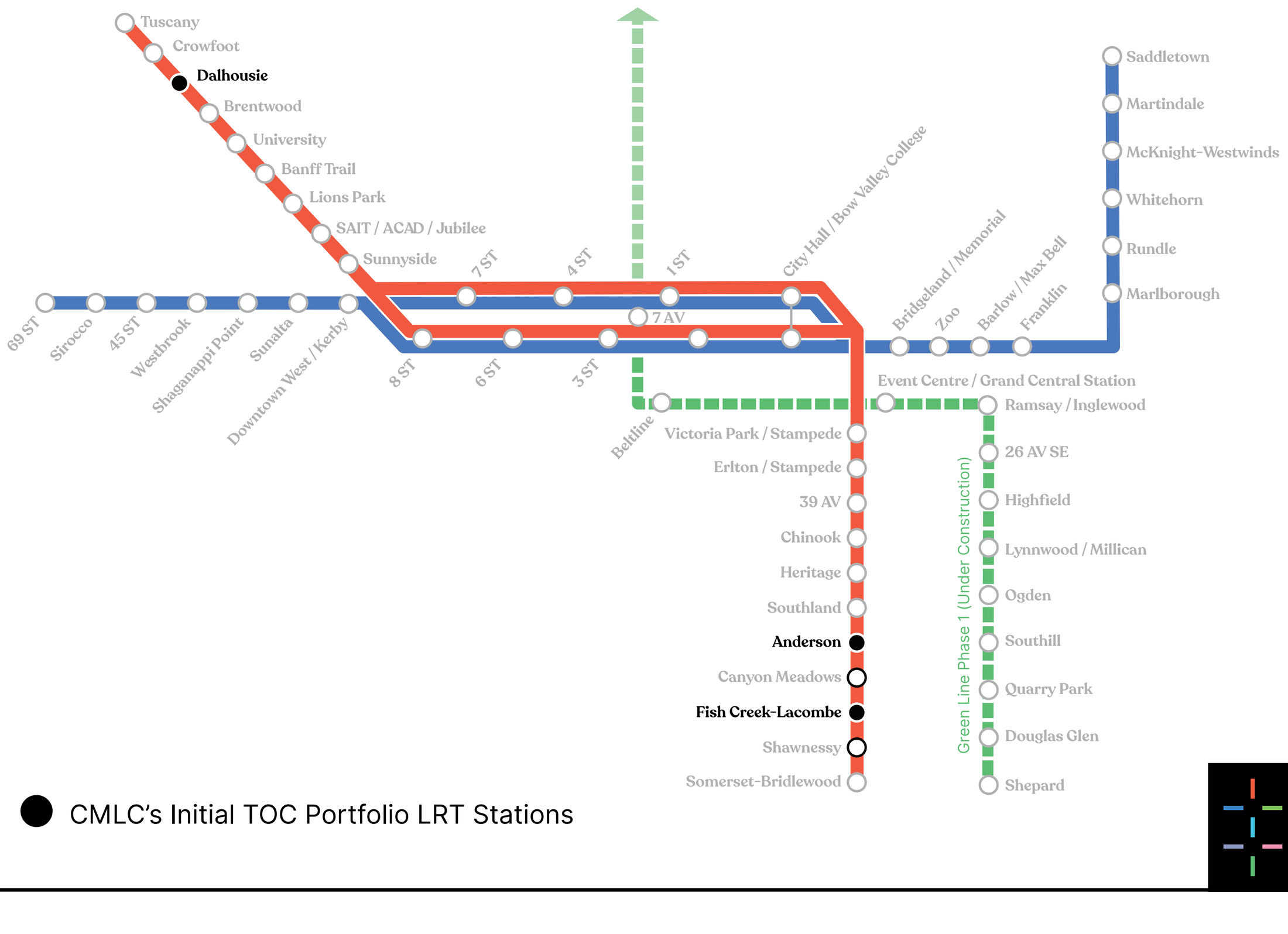
Currently, CMLC's TOC portfolio includes the following stations:

+ Dalhousie Station (Red Line)
+ Anderson Station (Red Line)
+ Fish Creek-Lacombe (Red Line)

Why Dalhousie?

Dalhousie was selected as a TOC location for a number of factors, including:

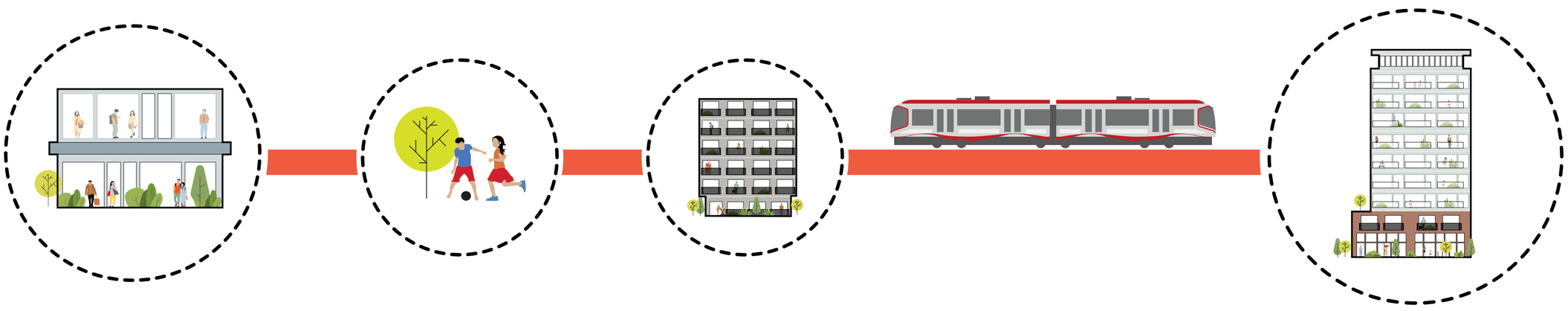
- Alignment with City of Calgary housing strategy
- Market opportunity and readiness, economic viability
- Geotechnical and environmental site assessment determined the site was suitable for development
- Site size and its existing connections and edge conditions
- Proximity to multi-modal pathways, walkable amenities
- Opportunity for a TOC to support broader community-building objectives, catalyzing new/improved amenities and enhancing station area experience



Corridor Approach

Transit Corridor

A corridor-based approach aligns land use, mobility, and infrastructure investments along the transit corridor — creating a continuous network of distinct station communities that serve diverse roles.



CMLC's TOC Planning Principles

+ Deliver strategic mixed use development at transit stations
+ Enable multi-modal connectivity
+ Facilitate placemaking & public realm activation
+ Drive economic value
+ Enable equity & affordability
+ Support long-term sustainability

The 6 Ds of TOCs & Design Guidelines

CMLC's TOC portfolio is guided by a series of planning and design principles that will inform CMLC's delivery of the master plan and of the community's connectors, public realm and open spaces. The same planning and design principles will also inform our developer partners in their delivery of mixed-use residential development to ensure that each project within the TOC aligns with the master plan vision.

The 6 Ds of TOCs

Design
Human-scaled places that prioritize pedestrian safety, comfort, and accessibility.

Diversity
A mix of land uses, housing types, and mobility options that support inclusive, adaptable, and transit-oriented communities.

Density
Compact, efficient development near LRT stations that makes better use of land, increases transit use, and strengthens community life.

Distance
A direct, intuitive street network that brings daily needs within easy reach and supports sustainable, car-light living.

Destination
Well-connected destinations along a transit corridor that support daily life and make transit the most convenient choice.

Demand Management
Managed travel demand that balances user needs so all modes function reliably and efficiently.

Design Guidelines

Community Design

- Street Network
- Block Design
- Open Spaces
- Built Environment
- Servicing

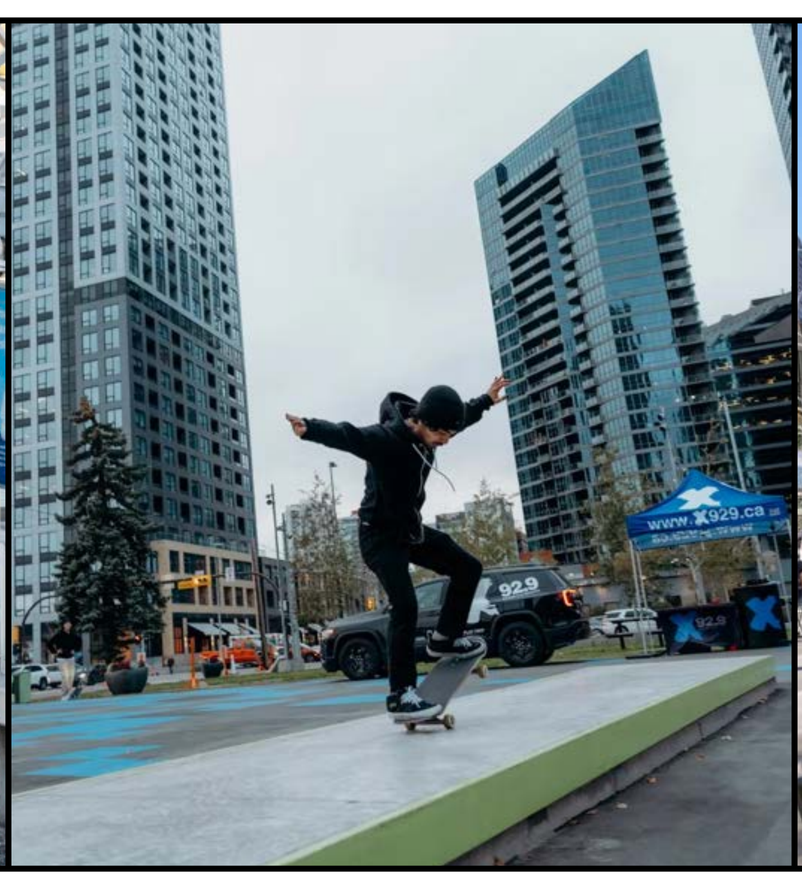
Open Space Design

- Transit Integration
- Streets
- Boulevards
- Parks & Plazas
- Semi-Private Spaces

Building Design

- Building Form
- Building Frontage
- Facade
- Building Top







Key Terms

Master Plan

- A Master Plan is a high-level vision document that sets the goals, principles, and overall direction for how a large site or area should grow and change over time.
- It usually considers urban design principles, character areas, public realm and street design guidelines, retail and demographic considerations, and an implementation approach.
- A Master Plan does not approve specific buildings or detailed site layouts, but it helps guide the future Outline Plan, land use application, and later development permit submissions.

Land Use Application

- A Land Use Application, also called a Land Use Amendment or Land Use Redesignation in Calgary, asks to change the land use district of a property.
- This step determines what types of development can be considered on the site, especially when the current zoning does not allow the proposed vision.
- Land use applications are reviewed by City staff and Calgary Planning Commission before Calgary City Council makes the final decision at a public hearing.

Outline Plan

- A foundational application submitted to propose future subdivision of land.
- It shows block patterns, roadway networks, utility infrastructure and high-level land uses.
- Outline plans do not show individual lots and dimensions, which are determined at the Development Permit stage.

Development Permit

- A Development Permit is the more detailed review of what is proposed to be built on a site, and usually comes after a Land Use Application.
- In Calgary, it checks the design against the Land Use Bylaw, planning policies, technical requirements, and comments from affected parties, including nearby residents and community associations.
- In CMLC's TOCs, this is the part of the process where CMLC works with developer partners to ensure the plans for each parcel align with the master plan vision.
- Development Permit applications are reviewed by City staff and a decision is rendered by the Development Authority or Calgary Planning Commission.

Planning Process + Engagement

2025 — Fall

Site + Market Analysis
Preliminary Community Insights Survey
Completed

2026 — Winter

Onboard Project Team Completed

We're Here

Spring

Site + Market Analysis
Pre-application submitted Completed
Focused community workshops Completed
Open houses & launch online engagement
Land Use Application & Outline Plan

Summer

Land Use Application and Outline Plan
City review
Community/public input on DMap

Fall

Plan Refinement
Open houses & online engagement

2027 — Winter

Calgary Planning Commission
Anticipated

Spring

Public Hearing + City Council Decision
Anticipated
Community/public input at hearing

2027 Onwards

Developer Partnerships
CMLC sells land to developer partners to help deliver master plan vision

Developer Partners Plan/Design Mixed-Use Housing Development Permits
City review
Community/public input on DMap

Construction: Site Preparation, Infrastructure + Public Spaces, Individual Parcel Development

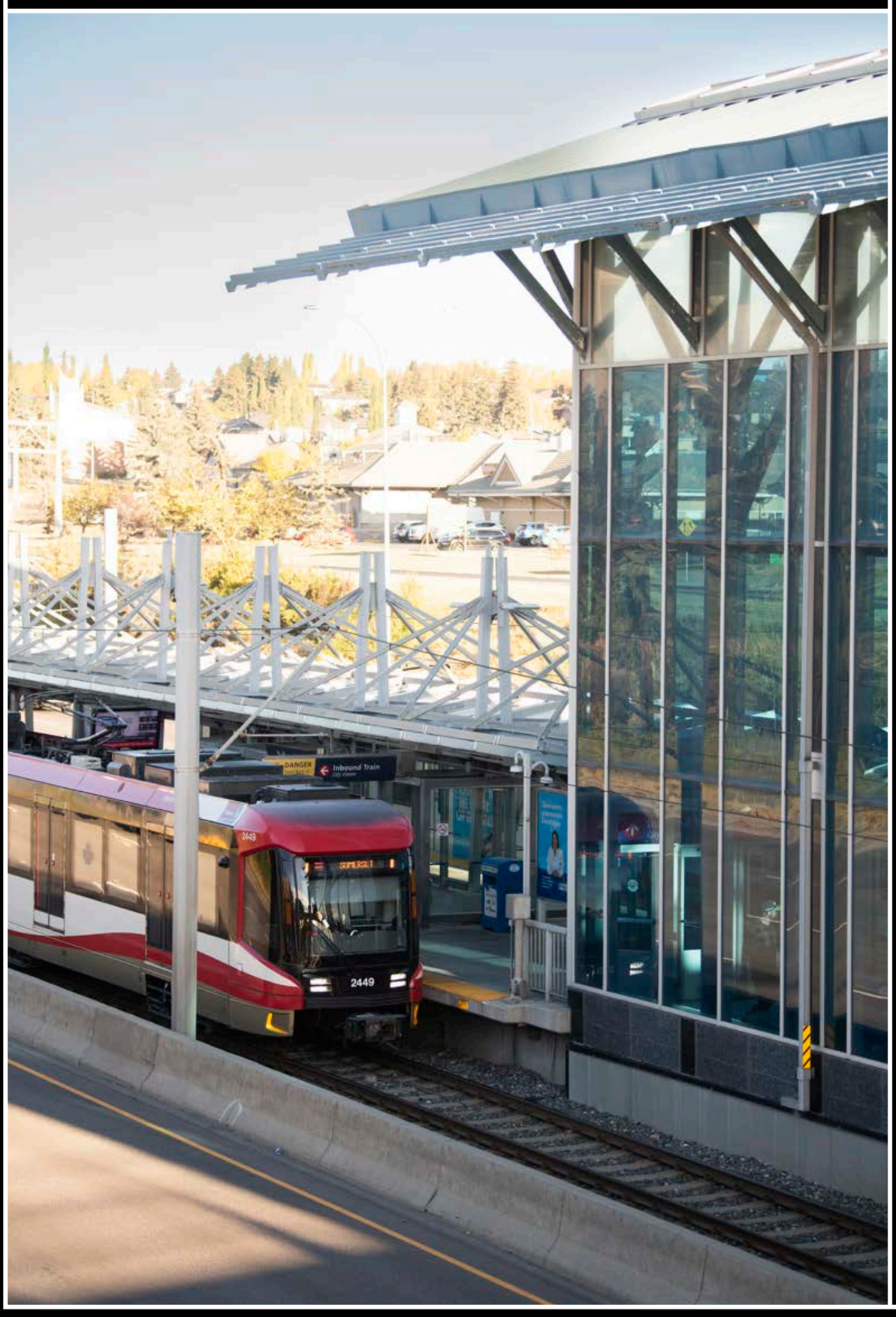
Dalhousie TOC Site Map



Analysis

Site Analysis

- Geotech completed in June 2025 confirms suitable for development
- Environmental investigation completed in August 2025 with no concerns identified
- Slope toward the northwest and southeast corner resulting in grade difference and retaining walls
- Access to existing developments adjacent to site will remain
- Analysis ongoing for the site’s servicing capacity (e.g. water, sewage)



Market Analysis

Market analysis informs land-use planning by examining:

- Existing demographics and household composition
- Existing and future housing and retail development potential in the surrounding area
- Viable housing options that respond to market opportunities
- Gaps in housing type or price point

Key Findings:

- 69% home ownership rate in Dalhousie, 58% single-detached homes
- Recent increase in condo pricing, indicating growing demand
- ~90% of existing rentals are 1-2-bedroom units
- Increased rental demand for smaller units near transit

Initial market analysis indicates a potential range of 900-1,200 homes at Dalhousie TOC, across a mix of housing typologies.

The Outline Plan will enable a broader range of units to allow for flexibility and market-informed development.

Park & Ride

Transit-Oriented Communities build housing and amenities adjacent to transit to reduce the need for personal vehicles.

We anticipate that parking for the residential buildings would be contained within the developments, likely as underground parking, though until we engage development partners, it is difficult to anticipate how much parking each building would require and how it would be constructed. This is determined at the Development Permit stage.

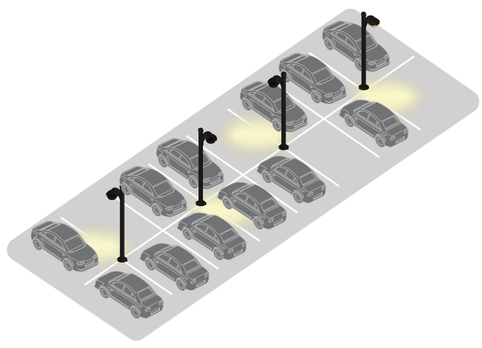
CMLC is studying a corridor parking strategy, which explores the transit-related parking demand and supply of the entire Red Line corridor, and evaluates how Park and Ride parking could be accommodated at a system level.

At this time, our plans outline developable parcels and do not show any Park and Ride stalls, but we are working with Calgary Transit to understand parking needs and will evaluate how much parking would be retained at Dalhousie Station and what form the parking would take.

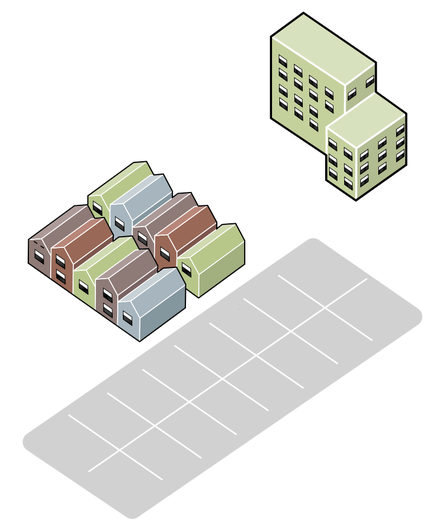
We anticipate the transit-related parking solutions along the Red Line corridor could include on-site or off-site structured or surface parking. We also anticipate that development would occur in phases over time, allowing for a more gradual change in parking behvaiour.

Park & Ride Facilities

734 Parking Stalls
Dalhousie Station

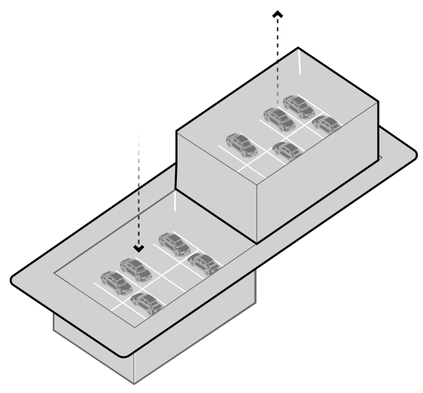


Park & Ride Considerations Across the Red Line LRT Corridor



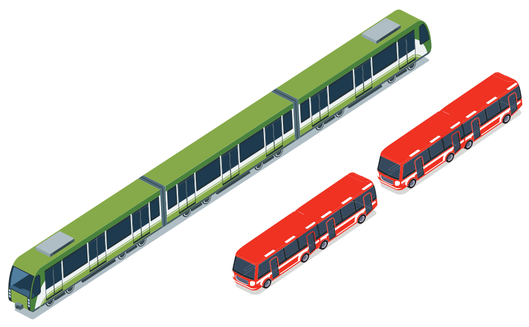
Phased Development

Gradual Shift of Parking Supply to New Uses & Housing



Structured or Surface Parking

Potential for structured or surface parking on-site or off-site



Mode Shift

Parking Demand Shift to New Transit Availability/Frequency and Improved Walking/Cycling Routes

Transit Infrastructure & Parking

Transit Infrastructure and Operations

- CMLC is working with Calgary Transit to evaluate operations and infrastructure requirements for service and access.
- Transit operations and access for station users through bus loops and access roads need to be maintained through all phases of redevelopment and beyond completion.
- Minor design changes to bus loop could better support public realm, housing and transit operations.
- No planned changes to transit station and existing pedestrian bridge to the station.

Park and Ride Infrastructure

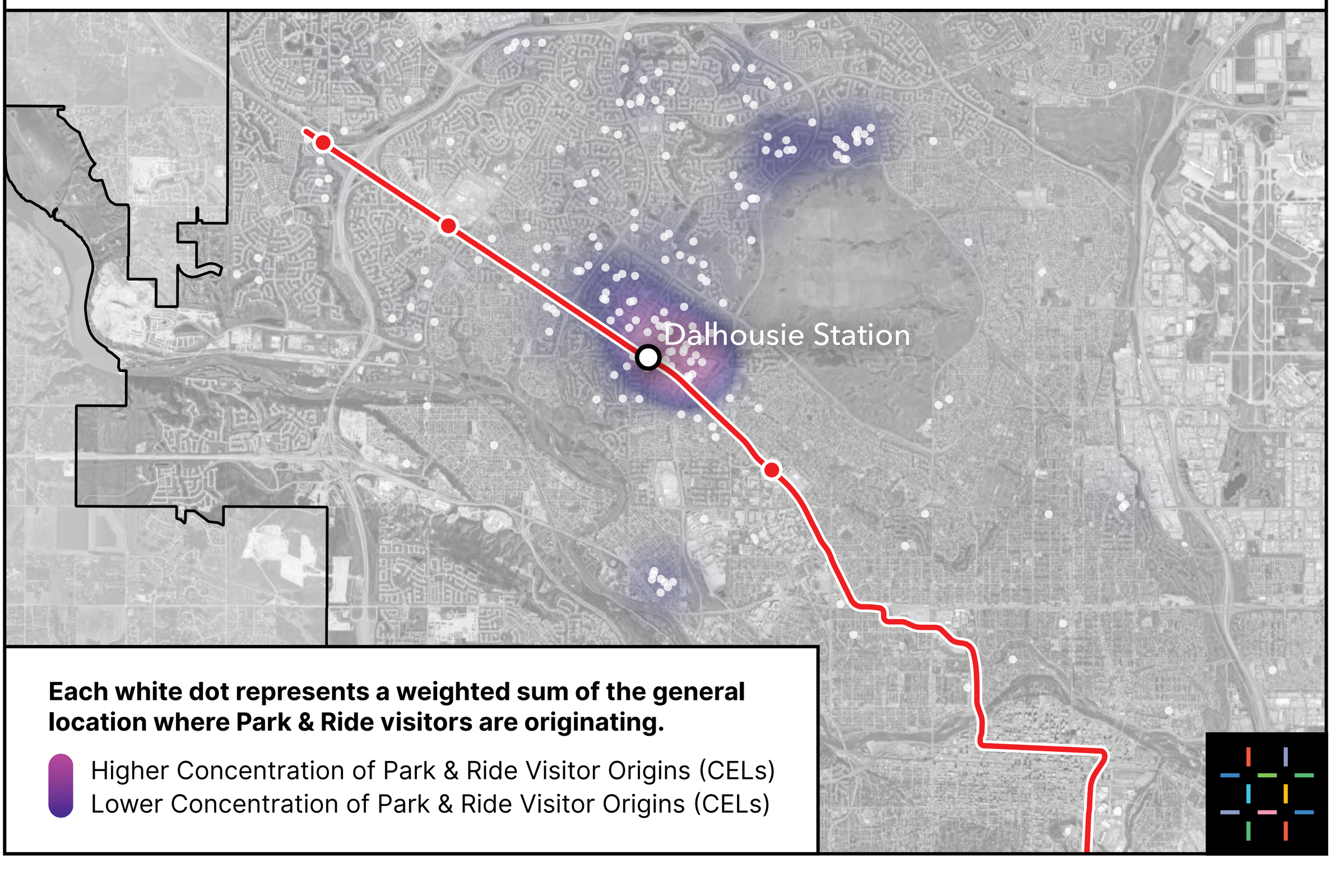
Parking Supply + Demand

- 734 Park and Ride stalls (638 free, 63 reserved, 25 four-hour, 11 accessible)
- Weekday stall occupancy 99%
- Weekend stall occupancy 5%
- 11, 303 total unique visitors in 2025

Park and Ride Origin Data

Working with a third-party provider, cell carrier data indicates origin of Park and Ride users:

- 48% within a 0-5 min drive of station
- 22% within a 5-10 min drive of station
- 18% within a 10-15 min drive of station
- 12% 15+ min drive of station

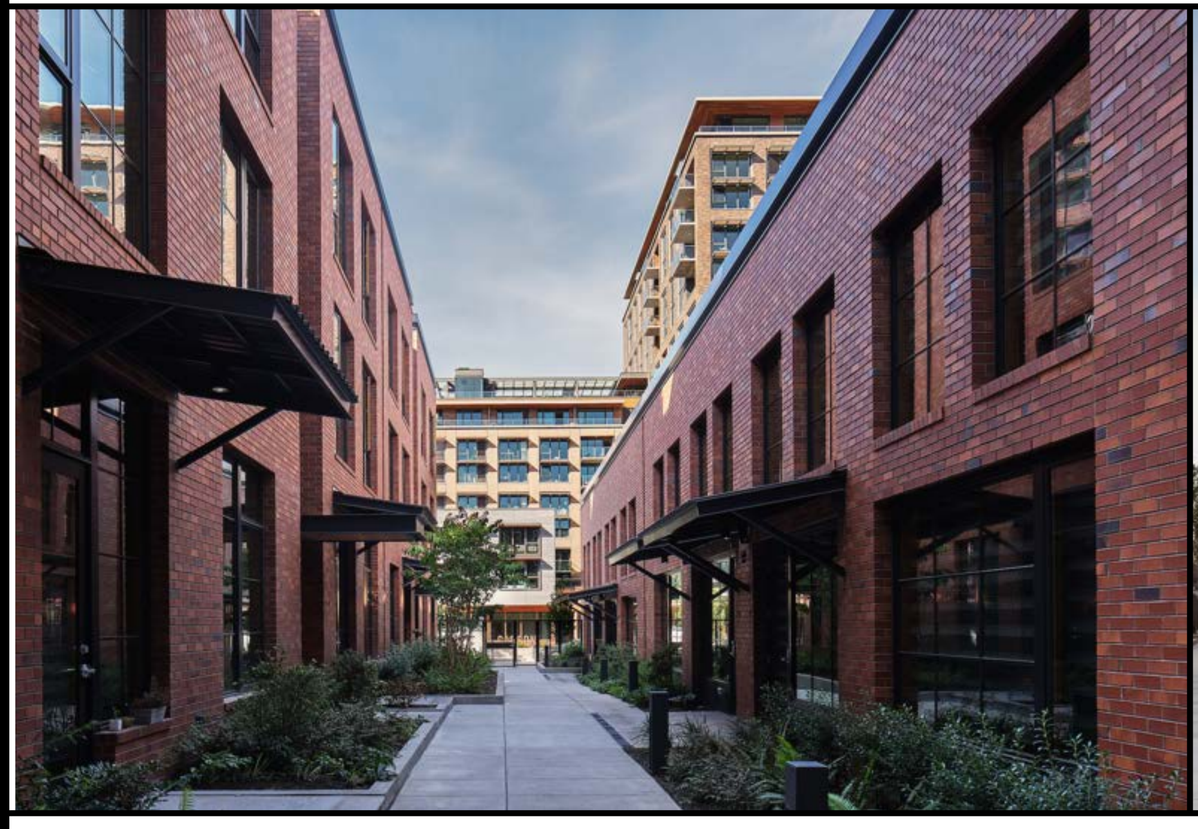


Each white dot represents a weighted sum of the general location where Park & Ride visitors are originating.

Higher Concentration of Park & Ride Visitor Origins (CELs)
Lower Concentration of Park & Ride Visitor Origins (CELs)

Core Considerations

New Housing & Retail
Mix of Housing Types & Retail Amenities





Connectivity Through the Site
Opportunities for Efficiency & Improvement





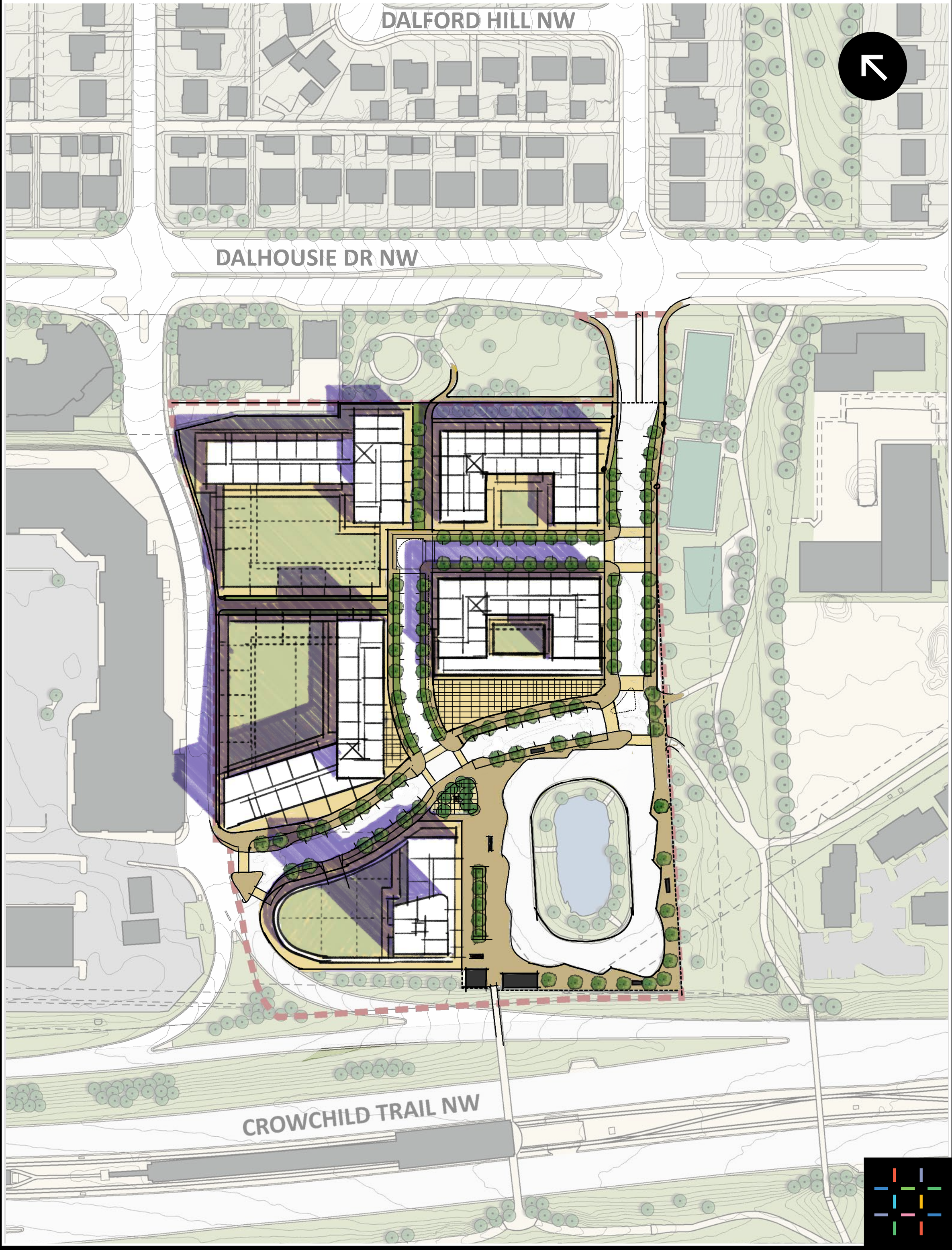
Public Realm & Plazas
Community Connection & Gathering Place





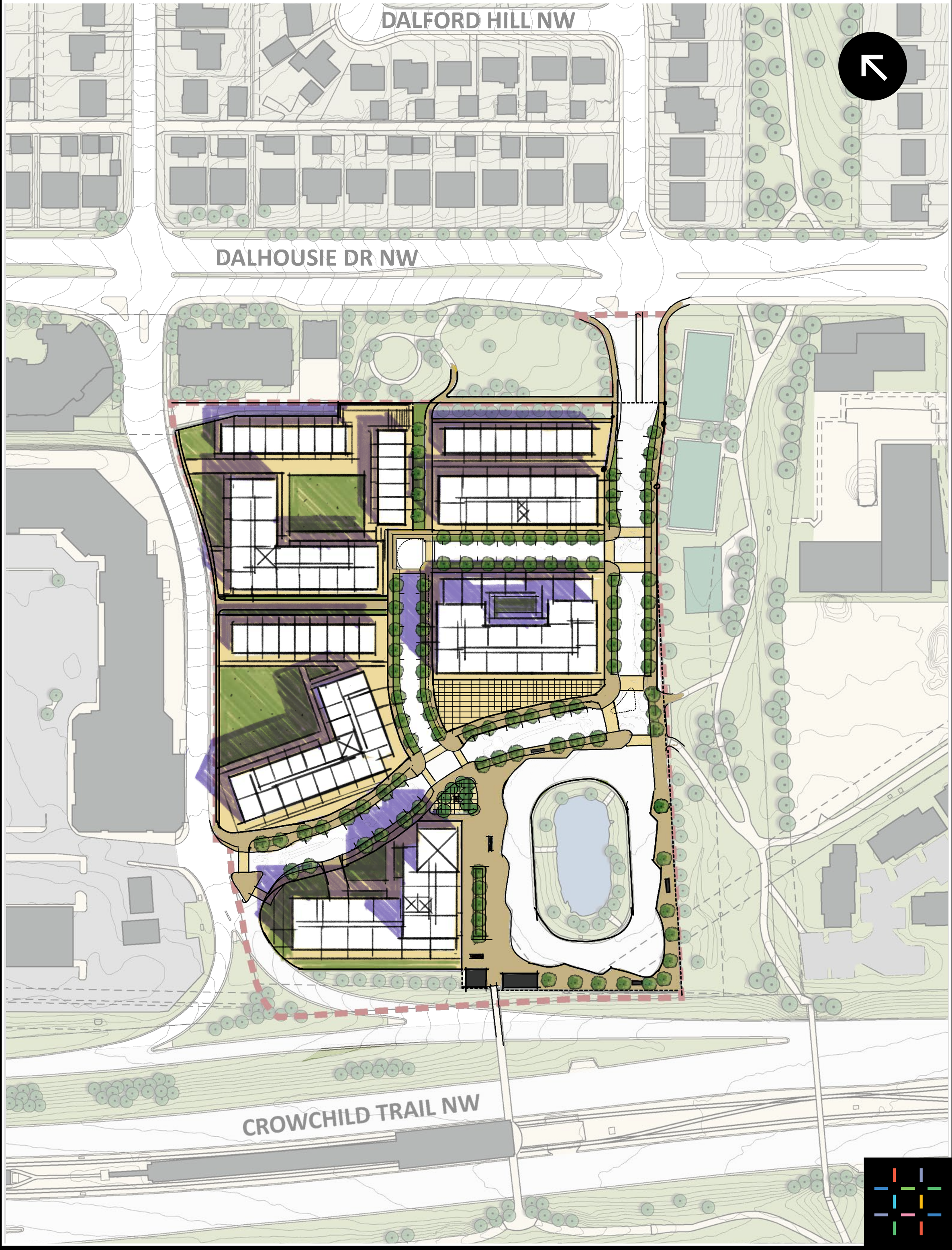
Concept A Design

Two conceptual site designs that explore how housing could be accommodated across the site in a range of housing typologies.



Concept B Design

Two conceptual site designs that explore how housing could be accommodated across the site in a range of housing typologies.



Concepts

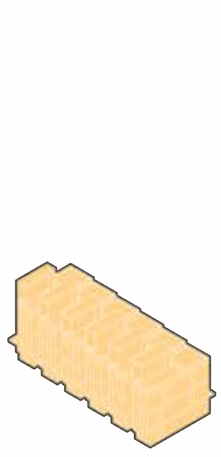
When looking at the concept plan, what are the opportunities, and what are the challenges?

What elements would make the concept plan(s) most successful as a place to live, work, and connect?

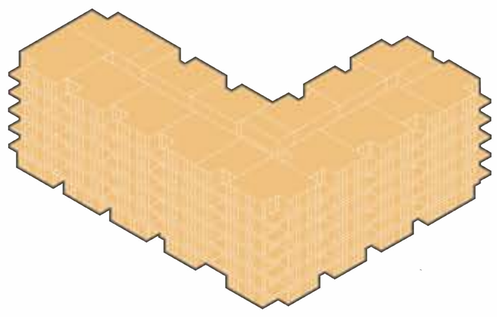




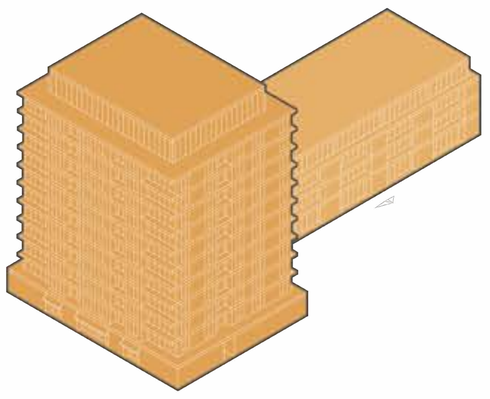
Building Typologies



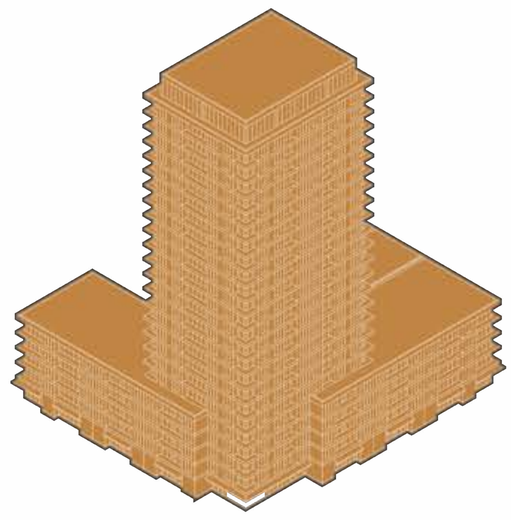
Limited Scale
Up to 3 Storeys



Low Scale
Up to 4-6 Storeys



Mid Scale
Up to 7-12 Storeys



High Rise
13-25+ Storey

Explore: Building Form

The Dalhousie TOC will introduce a mix of housing types through various built forms. The land use amendment could allow for varying building types across the site, ranging from low-scale (up to three storeys) to high-activity (up to 25-storeys in select locations, with potential for some taller elements).

Market analysis indicates a potential range of 900-1,200 units, though building type, height and density will be determined by developer partners and the Outline Plan will show a greater range to enable flexible market-informed development.

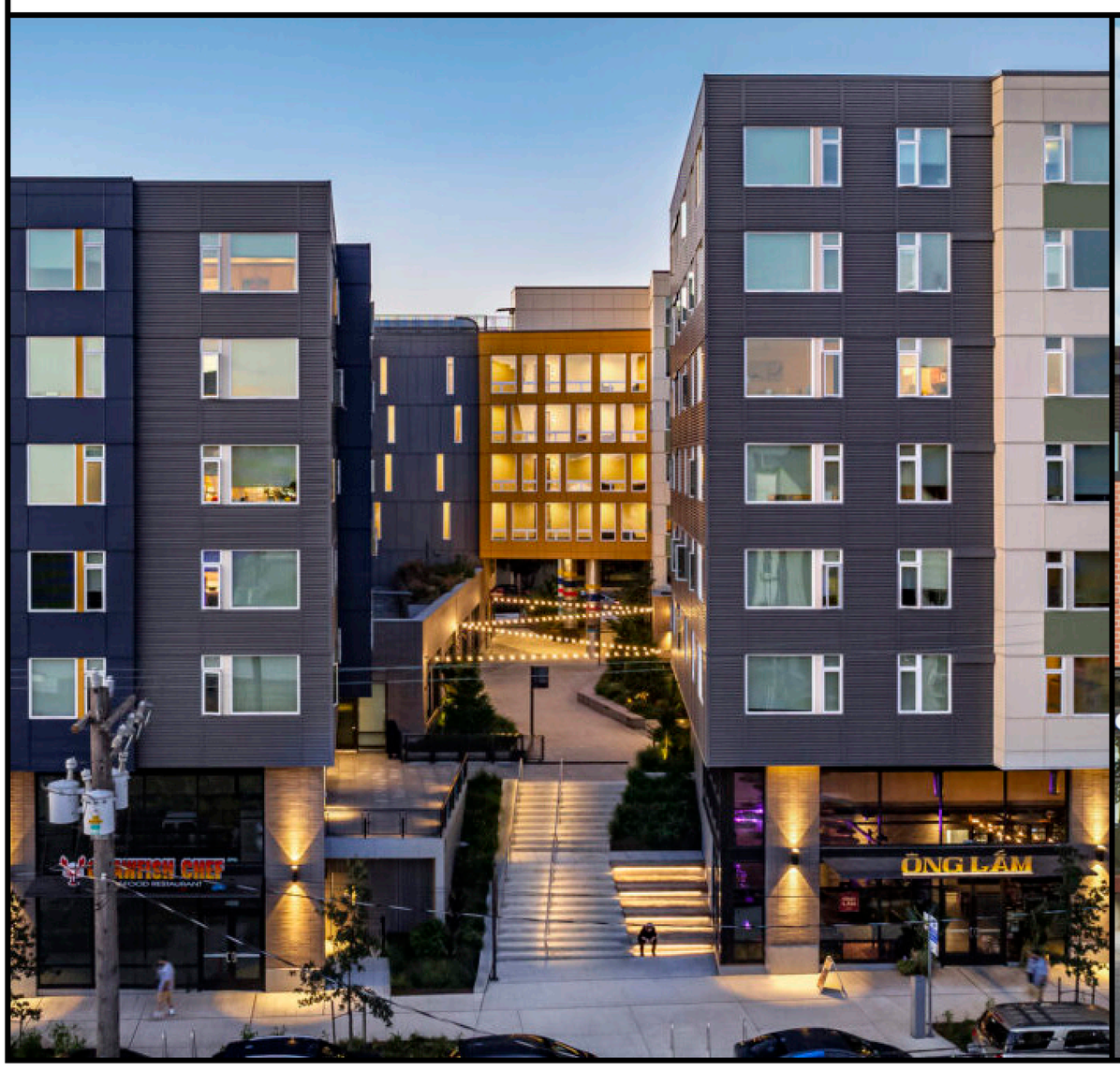




Building Typologies

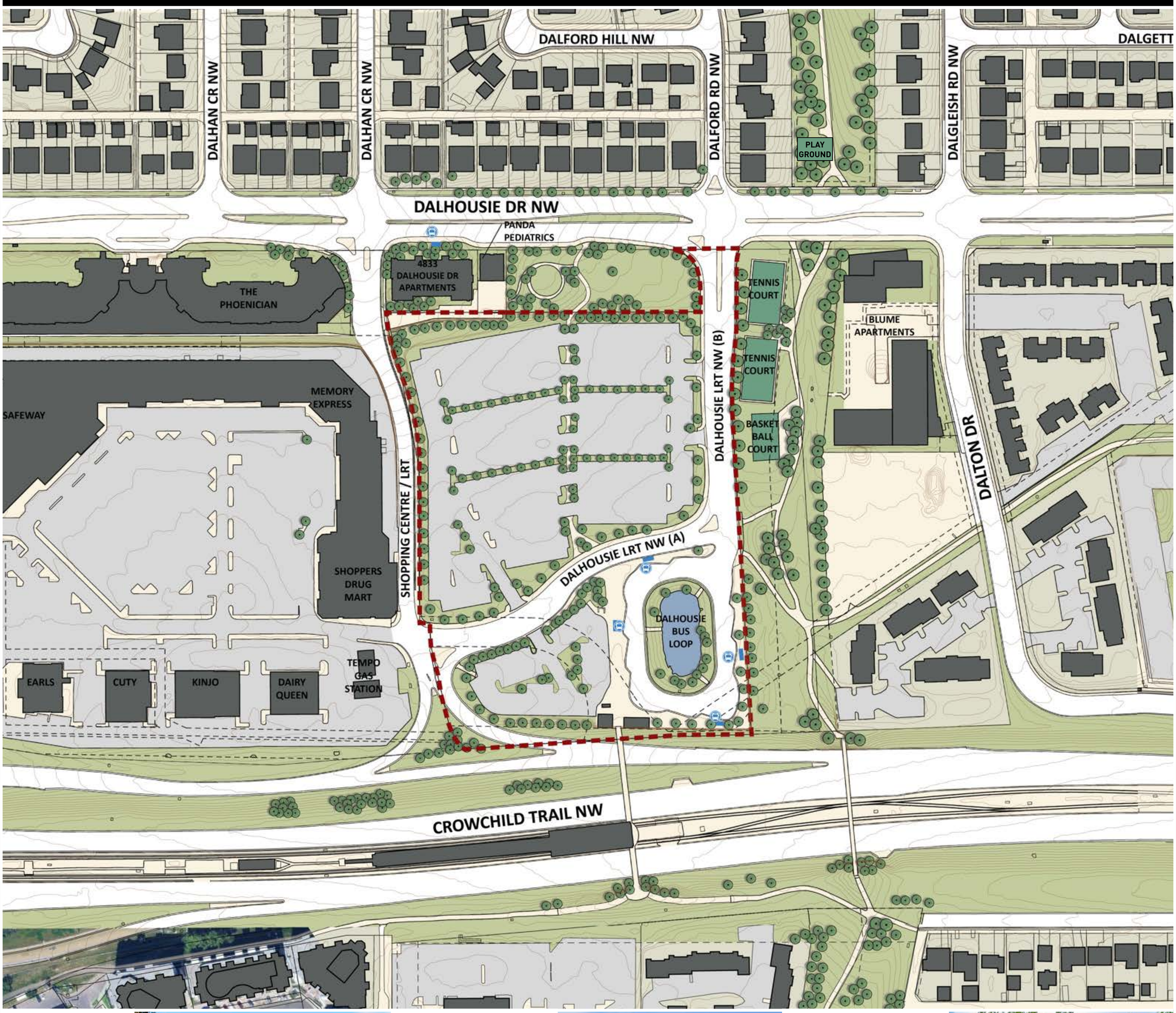
Looking at the range of possible housing typologies:

What are the opportunities for the concept plan? What are the challenges?





Existing Nearby Amenities



Park Space



Natural Trails



Playgrounds



Basketball Court



Tennis Courts

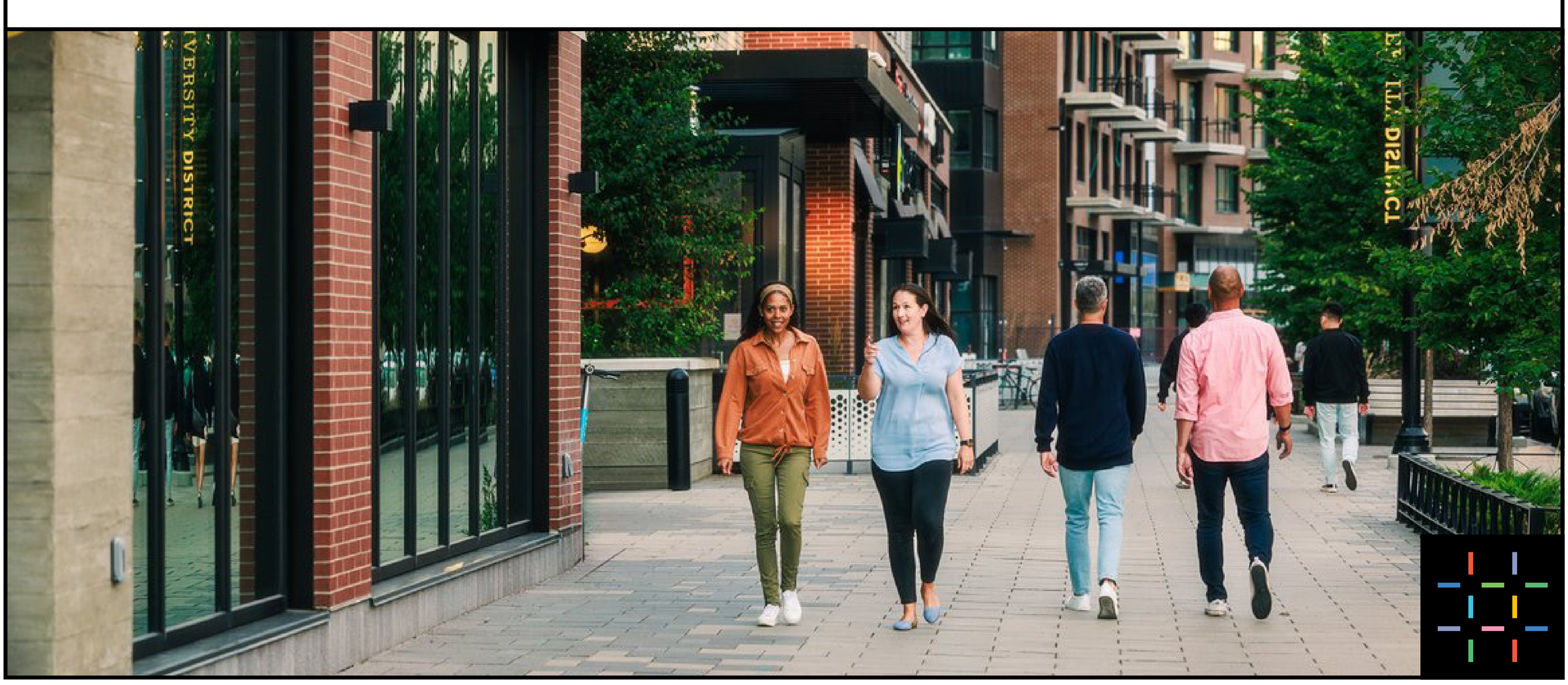


Amenities

Dalhousie TOC is envisioning a mix of residential and commercial uses that will allow for retail space, most likely at the ground level of some of the residential buildings. When considering the nearby amenities:

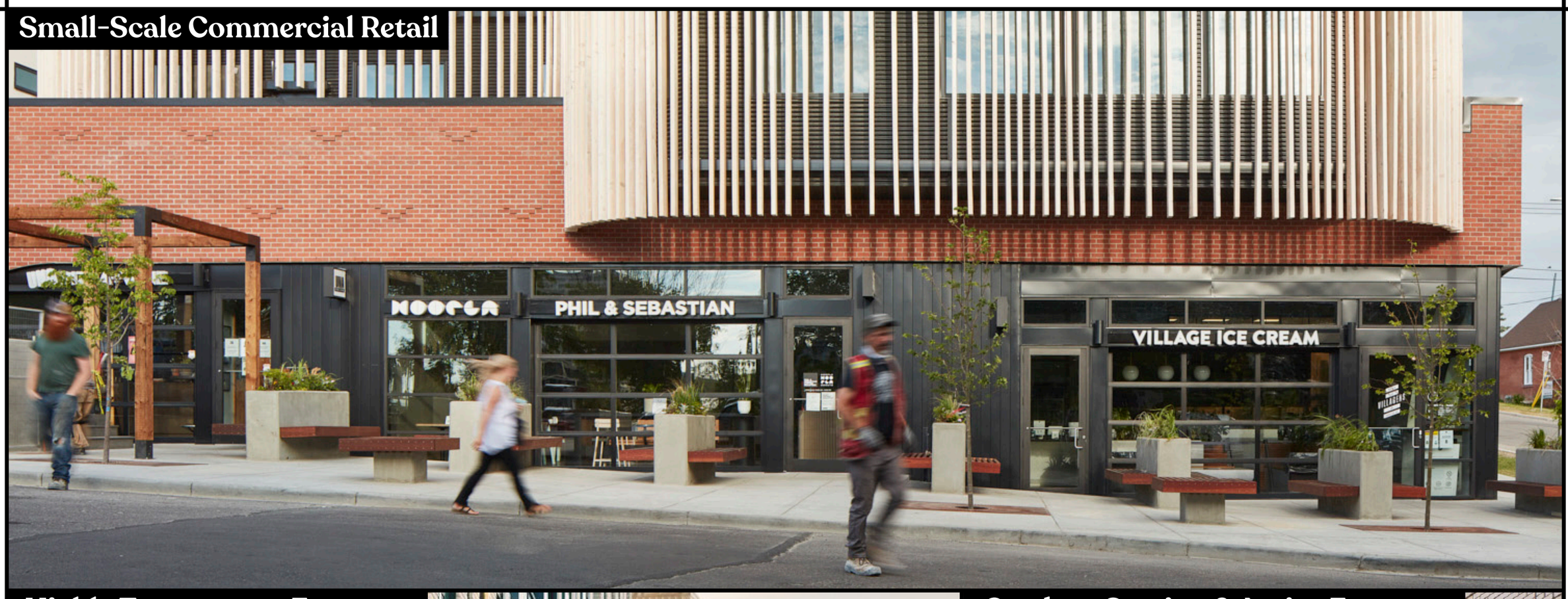
What gaps exist? What types of retail could best support this TOC?

What is your idea of a ‘community hub’ or ‘main street’ for Dalhousie that could be realized as part of the TOC development?



Commercial and Retail Ideas

Small-Scale Commercial Retail



Highly Transparent Frontage



Outdoor Seating & Active Frontage



Commercial Adjacent to Open Spaces



Connectivity

We want to know where the site could use improvements for connectivity to the station or the future TOC. Share your thoughts by using a pin to mark where sidewalks, intersections and roadways might need design improvements.



Vehicle User
Blue Pin

Bike/Scooter User
Orange Pin

Pedestrian
Purple Pin

Connectivity

Looking at the concept plan, what would improve connectivity/access to the station and the future TOC? What are the challenges associated with walking, biking, bus service, etc. in this area?

What would encourage you to switch from driving to walking, biking, or taking the bus?



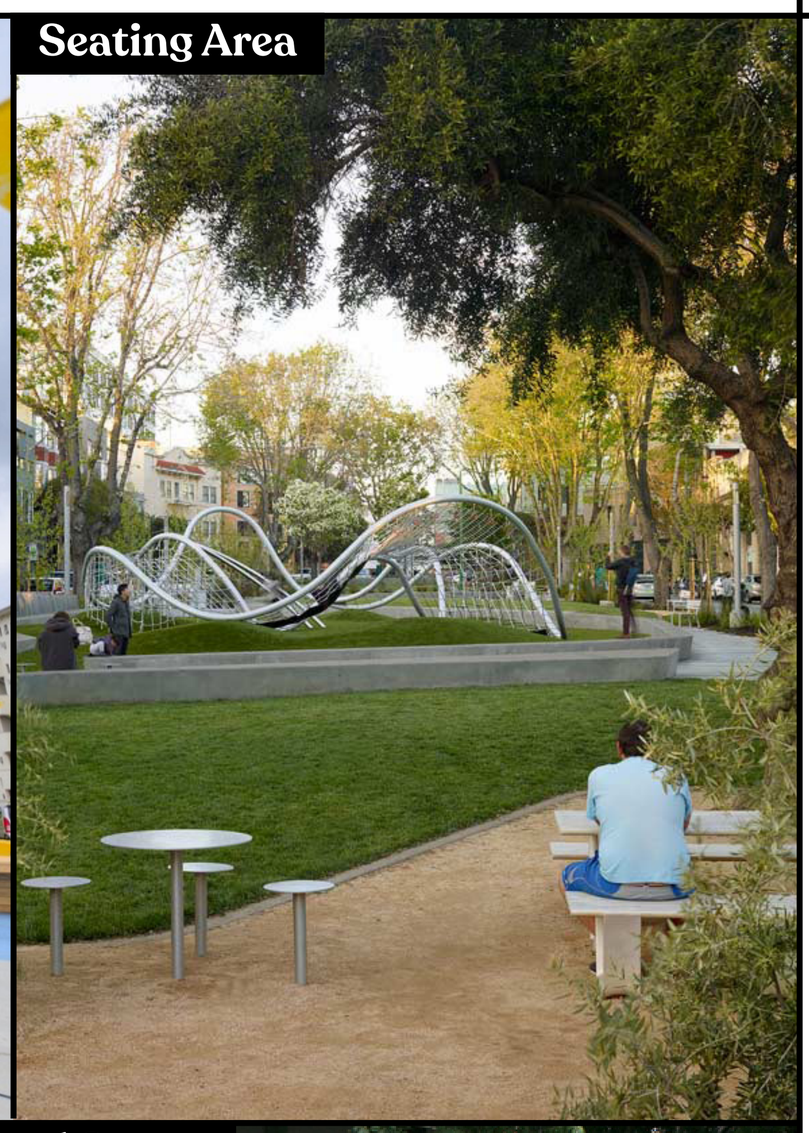


Public Realm

Open Air Plaza



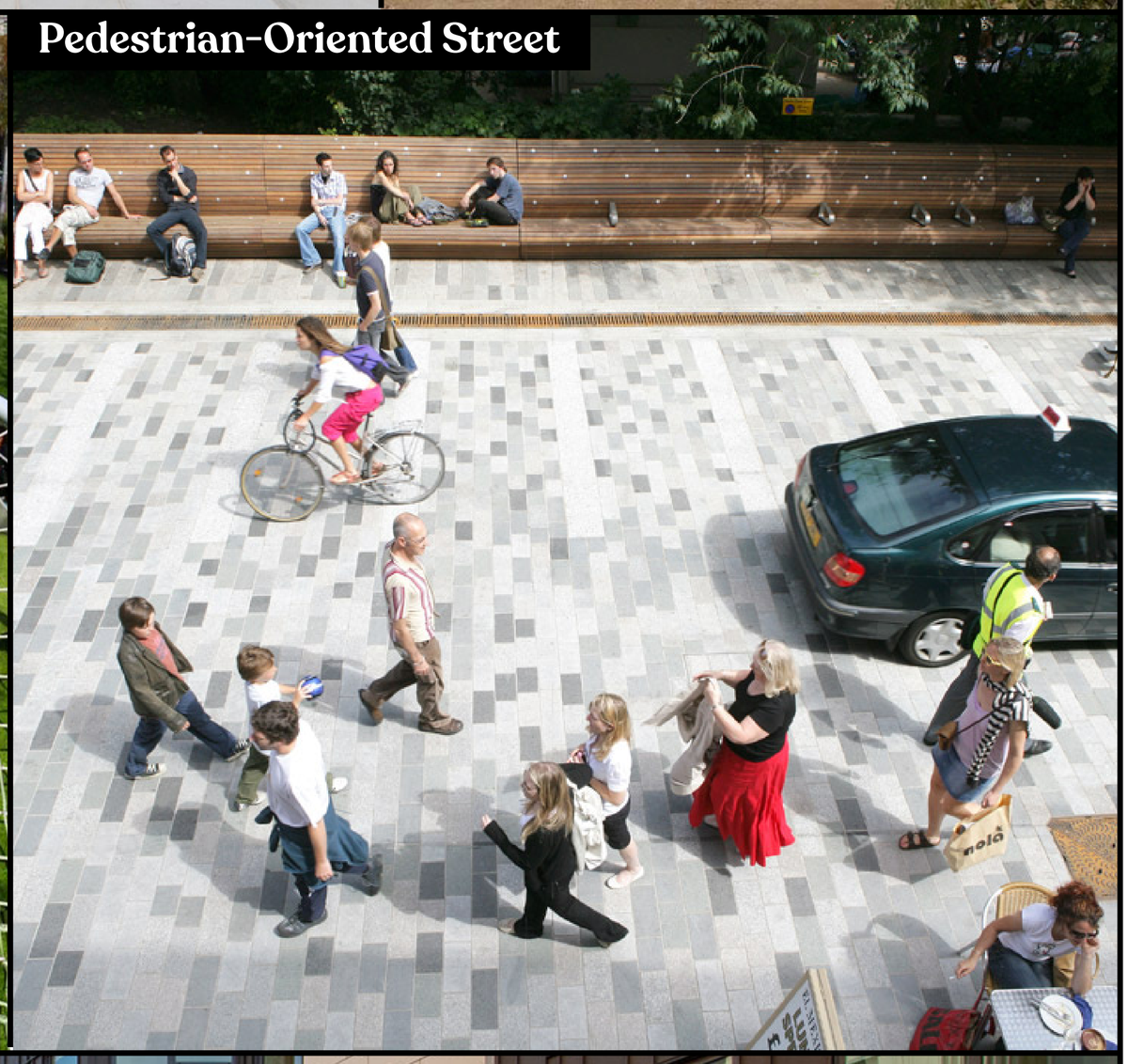
Seating Area



Pocket Park



Pedestrian-Oriented Street



Residential Play Areas

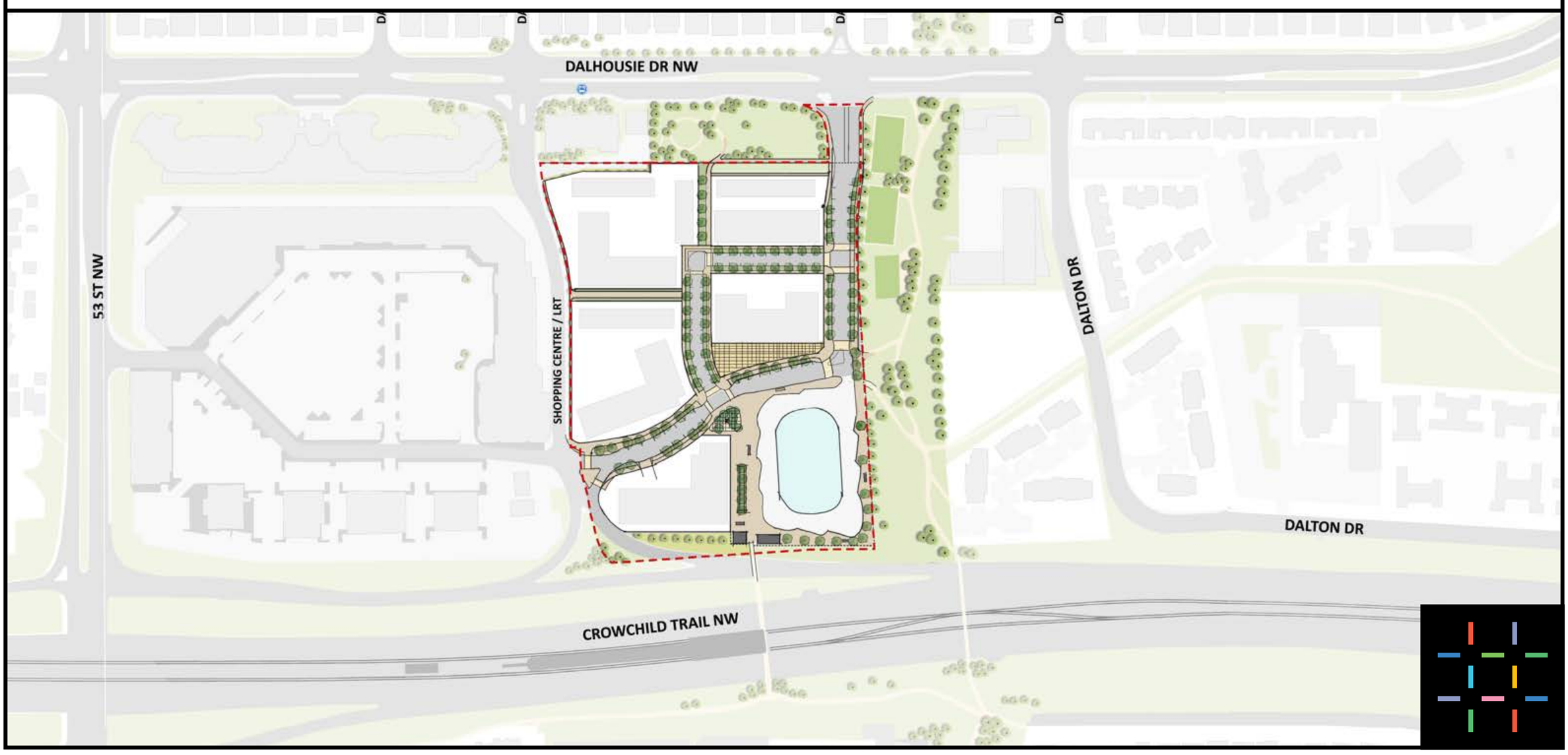


Public Realm

Drawing inspiration from the precedent imagery:

What kinds of spaces could add vibrancy to the site and support your community?

What elements of public realm would make this TOC successful?



Thank You For Joining Us!

Next Steps

Feedback received during workshops, open houses and online engagement will be incorporated into the Land Use Application and Concept Plan, which we anticipate will be submitted in late June 2026 for City regulatory review. Findings from community engagement will be shared in alignment with submission.

Further opportunities for community engagement will take place in fall 2026 and winter 2027 as the plan advances through the regulatory approval process.

Stay Involved

Subscribe to the Dalhousie TOC Project Newsletter to stay informed of project progress and upcoming engagement opportunities.

Questions?

Reach out directly to our team with any questions or concerns by email:

TOC-Dalhousie@calgarymlc.ca

